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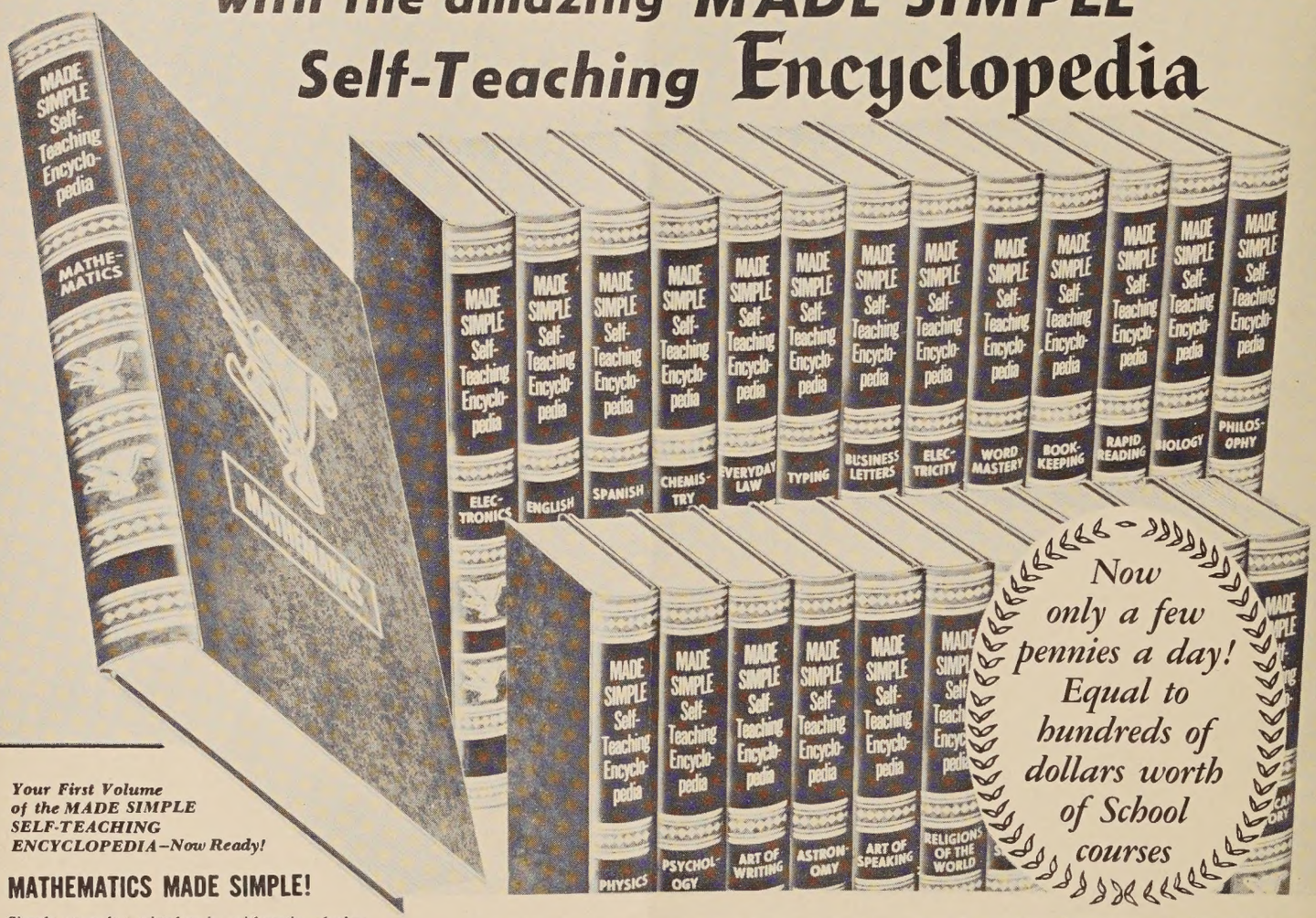

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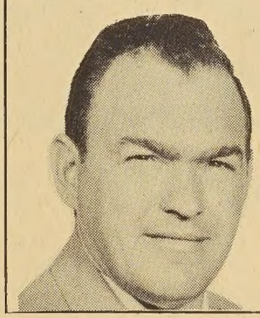

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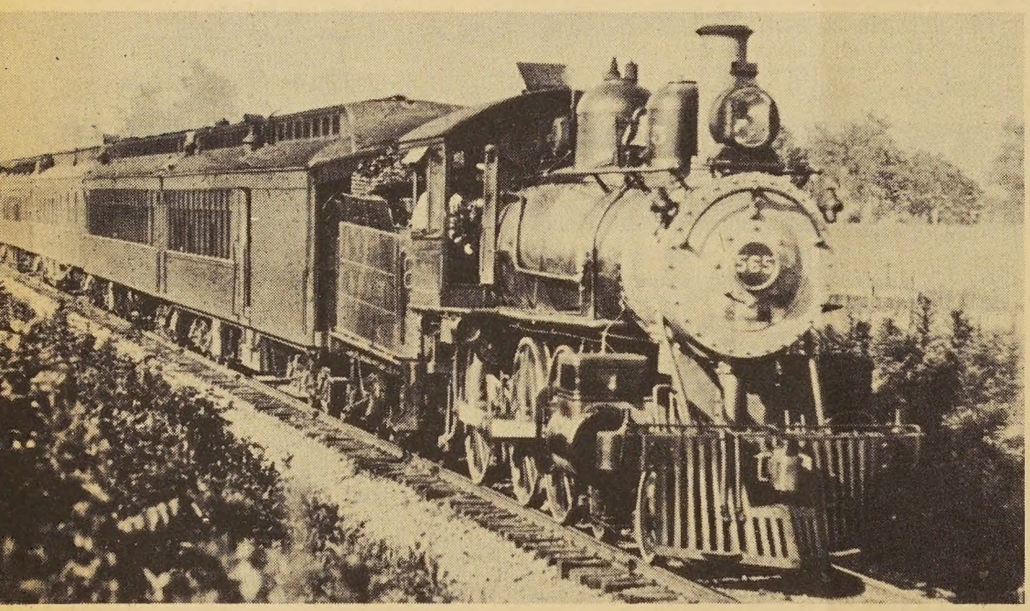
Southern Railway



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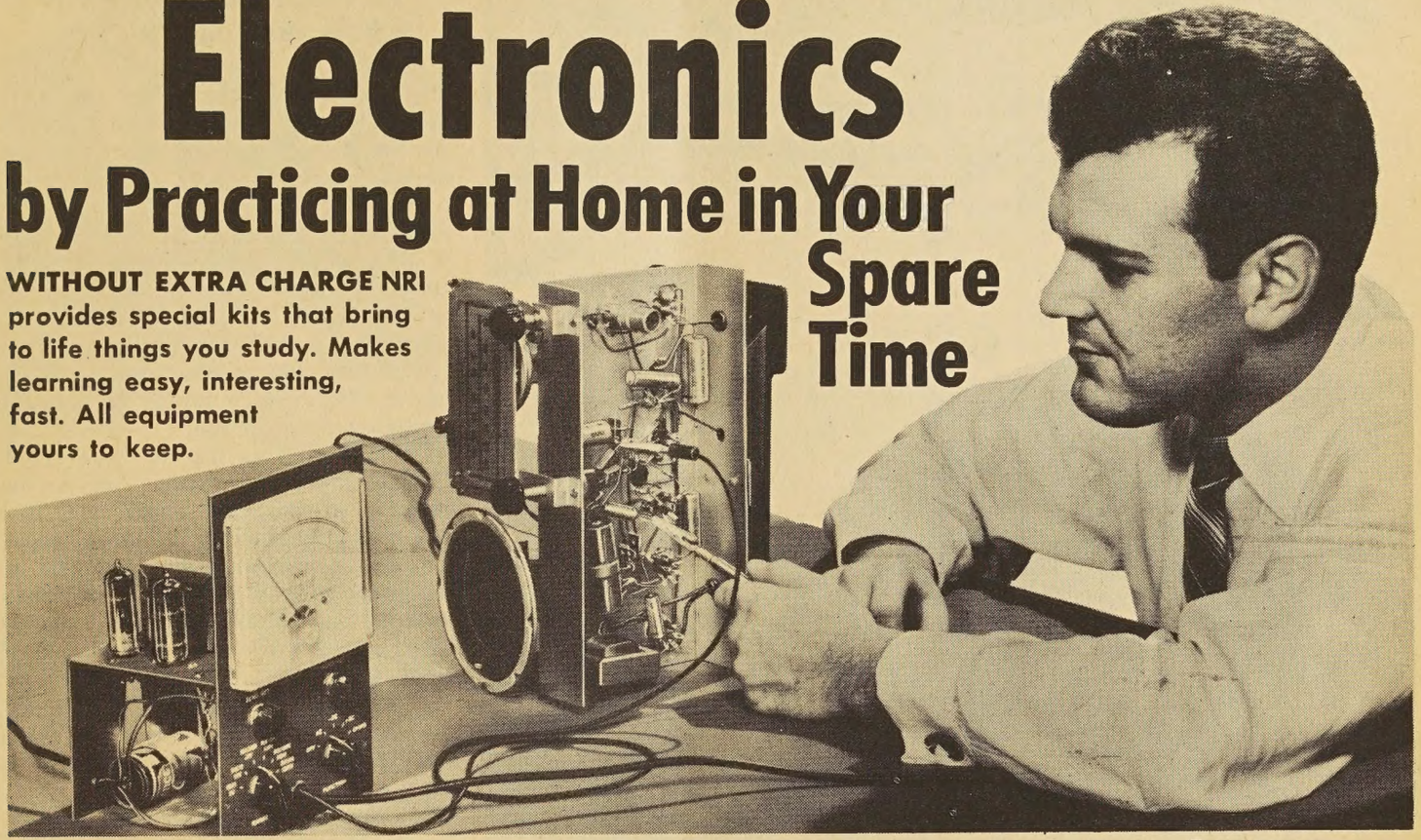

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J. M. SMITH
President

If you check the classified advertisements in your local newspaper, you will see more job opportunities for men with Electronics training than for any other category. These are *better than average* jobs, with bright futures . . . jobs for which YOU could qualify through NRI training. Thousands of men like yourself—most of them without a high school diploma earn good money, enjoy greater prestige in TV and Radio broadcasting, in industrial plants making Electronic equipment or in businesses of their own.

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After graduating I was a shipboard radio operator. Now I am chief engineer at Station WARA.

NRI was a wonderful foundation. RAYMOND D. ARNOLD, Attleboro, Mass.

Thanks to NRI I am in a top position with the Federal Aviation Agency in the Navaids Electronic Section. JOE DUCKWORTH, Fort Worth, Texas.

Four months after starting your course I left my job in a hardware store to work at Raytheon Manufacturing. Now I am an engineering assistant in Microwave Power Tube Research and Development Laboratory. LEONARD BLOOM, Newton Centre, Mass.

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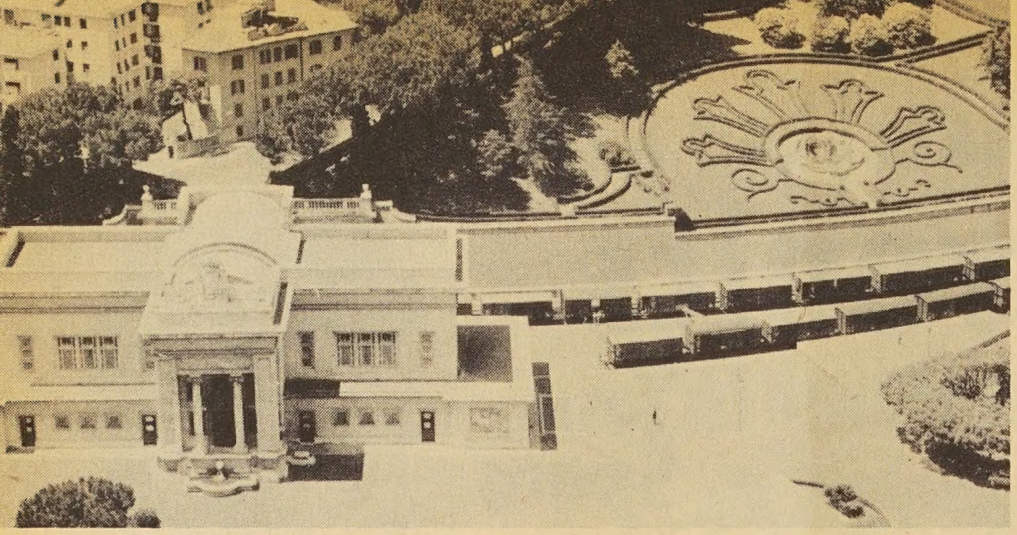
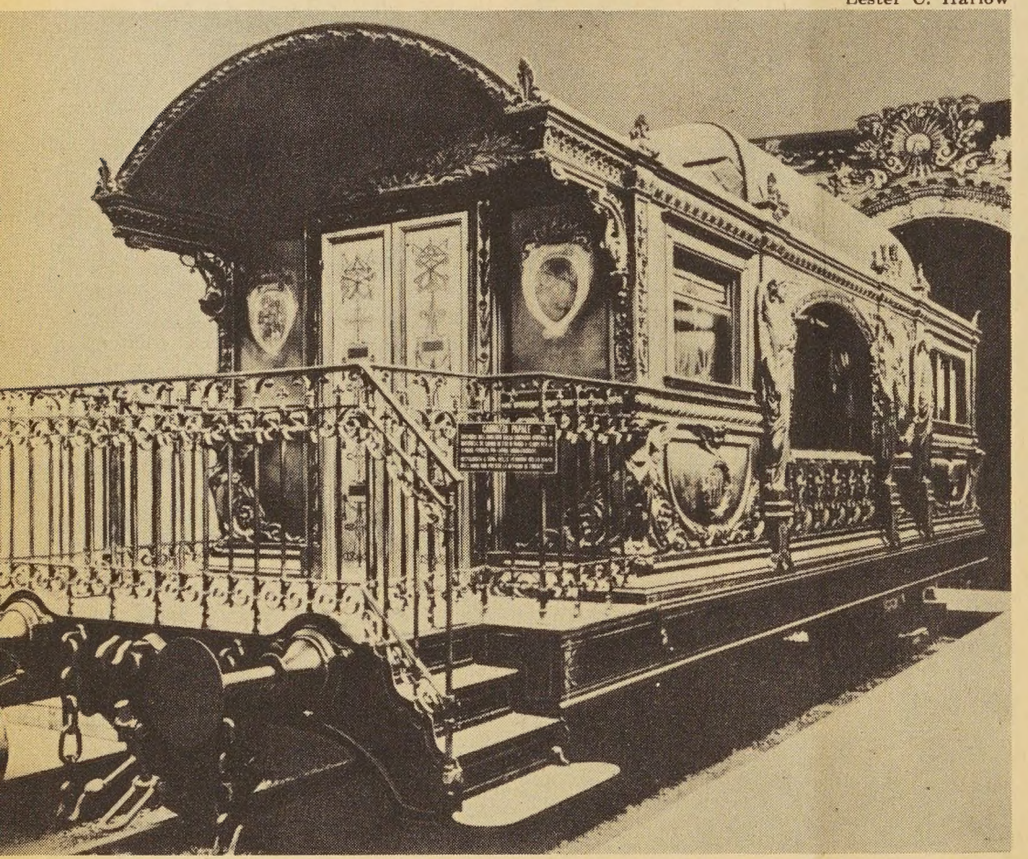


Vatican railway station, photographed from the top of the dome of St. Peter's.
Lester C. Harlow



Papal railway car, ornamented with pure gold, was captured when Italian soldiers under Garibaldi marched into Rome in 1870. You can see it today in a museum.

RADIO commentator Edward P. Morgan envisions travelers returning to the railroads as a result of mounting highway congestion. In a recent broadcast over ABC network, Morgan cited the carnage from motor accidents in the U. S.—500,000 persons killed and 10 million injured in the past 15 years!

Then he pictured the vast and costly traffic jams in metropolitan areas, plus increasingly dangerous air pollution from auto fumes. This problem is most acute along the Eastern seaboard. The railroads, Morgan said, "could provide a solution."

He added that if "enough harassed travelers get the picture of swift, safe, quiet and economical transport by rail," instead of "dangerous, choking" traffic jams, they may flock back to the railroads in large numbers. •

SO PLEASED was Pope John XXXIII with his rail tour last fall that, despite his age, 81, he is planning other whistle-stop train trips. The Pope traveled nearly 450 miles, using both steam and electric power, to visit two Italian shrines. Accompanied by high ecclesiastics, his Swiss Guard, and Premier Fanfani, he rode in the Italian President's special train by courtesy of the Italian Government, stopping en route to bless the crowds. Leaving the Vatican railway station at 7 a.m., he returned the same evening. Several hundred yards of track connecting this station with Italy's federalized rail system are used, as a rule, for freight only.

MAIL CAR

Railroaders and Fans Sit in With the Editorial Crew

The present Pope has never ridden in the elaborately carved railway car built for the Papacy over a century ago and now a museum piece. •

NEWS that the *999* has found a permanent abode in Chicago's Museum of Science & Industry recalls memories of nearly 70 years ago to Harry F. Thomas, 1110 S.W. 40th Ave., Fort Lauderdale, Fla., memories of a May day in 1893 when he routed that famous engine on her first run.

"I was working for the New York Central then," he writes, "before the building of Castleton cutoff, and had just been promoted to the job of regular relief operator on the north end of the Hudson River Division. That day I took the place of an East Albany signal-tower director. I worked at a desk with train dispatchers of the Central's Hudson River and Mohawk divisions and the Boston & Albany's Western Division, directing by telegraph the movement of passenger trains of both roads over the lower bridge into Albany Union Station. I also handled freight trains of both roads over the upper bridge to West Albany.

"The Mohawk Division super called me to say they were sending the new *999* to me over the upper bridge. 'You never know,' he went on, 'what troubles a new engine may develop, so I suggest you send her to Grand Central Station behind some slow train, considering it not only an exhibition run but also a warm-up.' I did so, routing the *999* behind a local passenger. And I was thrilled a few days later, as everyone else was, to learn that *999* had beaten all speed records by making 112.5 mph west of Batavia. •

PERSONALITIES. An answer to E. A. Shafer's challenge (Dec. '62, page 12) is this letter from C. A. Theriault, 1435 3rd Ave., Oakland, Calif.: "One day in 1912, at age 16, I arrived in Deer Lodge, Mont., at 7:30 p.m. I immediately got a job firing on the Milwalkee Road and that same night was called to fire for Engineer Jimmy Woods on engine 1163. Next day I reported to the eye doctor at Butte, then returned to Deer Lodge for the mechanical exam. The day after that, July 14, I began running as a regular fireman. Less than two months later I was called to run a switch engine. For 33 years I was No. 1 man on the engineers' roster. Next June, at age 67, I am due to get a 50-year B. of L. F. & E. button."

"It's easy," says Don Bolander...

"and you don't have to go back to school!"

How to Speak and Write Like a College Graduate

"Do you avoid the use of certain words even though you know perfectly well what they mean? Have you ever been embarrassed in front of friends or the people you work with, because you pronounced a word incorrectly? Are you sometimes unsure of yourself in a conversation with new acquaintances? Do you have difficulty writing a good letter or putting your true thoughts down on paper?

"If so, then you're a victim of *crippled English,*" says Don Bolander, Director of Career Institute. "Crippled English is a handicap suffered by countless numbers of intelligent, adult men and women. Quite often they are held back in their jobs and their social lives because of their English. And yet, for one reason or another, it is impossible for these people to go back to school."

Is there any way, without going back to school, to overcome this handicap? Don Bolander says, "Yes!" With degrees from the University of Chicago and Northwestern University, Bolander is an authority on adult education. During the past eight years he has helped thousands of men and women stop making mistakes in English, increase their vocabularies, improve their writing, and become interesting conversationalists *right in their own homes.*

BOLANDER TELLS HOW IT CAN BE DONE

During a recent interview, Bolander said, "You don't have to go back to school in order to speak and write like a college graduate. You can gain the ability quickly and easily in the privacy of your own home through the Career Institute Method." In his answers to the following questions, Bolander tells how it can be done.

Question *What is so important about a person's ability to speak and write?*

Answer People judge you by the way you speak and write. Poor English weakens your self-confidence – handicaps you in your dealings with other people. Good English is absolutely necessary for getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

Question *What do you mean by a "command of English"?*

Answer A command of English means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation – also read rapidly and remember what you read. Good English can help you throw off self-doubts that may be holding you back.

Question *But isn't it necessary for a person to go to school in order to gain a command of good English?*

Answer No, not any more. You can gain the ability to speak and write like a college graduate right in your own home – in only a few minutes each day.

Question *Is this something new?*

Answer Career Institute of Chicago has been helping people for many years. The Career Institute Method quickly shows you how to stop making embarrassing mistakes, enlarge your vocabulary, develop your writing ability, discover the "secrets" of interesting conversation.

Question *Does it really work?*

Answer Yes, beyond question. In my files there are thousands of letters, case histories and testimonials from people who have used the Career Institute Method to achieve amazing success in their business and personal lives.

Question *Who are some of these people?*

Answer Almost anyone you can think of. The Career Institute Method is used by men and women of all ages. Some have attended college, others high school, and others only grade school. The method is used by business men and women, typists and secretaries, teachers, industrial workers, clerks, ministers and public speakers, housewives, sales people, accountants, foremen, writers, foreign-born citizens, government and military personnel, retired people, and many others.

Question *How long does it take for a person to gain the ability to speak and write like a college graduate, using the Career Institute Method?*

Answer In some cases people take only a few weeks to gain a command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

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Answer I will gladly mail a free 32-page booklet to anyone who is interested.

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If you would like a free copy of the 32-page booklet, How to Gain a Command of Good English, *just mail the coupon below. The booklet explains how the Career Institute Method works and how you can gain the ability to speak and write like a college graduate quickly and enjoyably at home. Send the coupon or a post card today. The booklet will be mailed to you promptly.*

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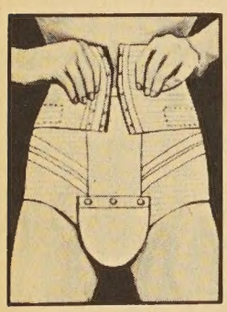

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My waist measure is.....inches.

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Five generations of railroaders in one Elkhart family, whose senior working member is Harland S. Hayes, a New York Central yard supervisor — that's the subject of an article in *The South Bend* (Ind.) *Tribune Magazine* for Aug. 18, 1962. There may be other five-generation railroaders in the U. S. and foreign countries, but we don't know of any. Do you?

"I was amazed to learn of the present existence of the Waynesburg & Washinton locomotive mentioned in '110 Years of Moguls' in your October issue," writes E. F. Filer, Highland Drive, Buckhannon, W. Va. "As a boy I played in the boarded-up cab of that engine at the Pennsy yards in Washington, Pa., and I thought she had been scrapped long ago."

India has very few railfans, according to Jatindra Narayan, Naya Bazar, Bhagalpur City, Bihar, India. "I have never met one in my 35 years of active railfanning," he says. "Our people ridicule me for taking pictures of engines or trains. I subscribed to *Railroad Magazine* from March '47 to September '51, when I quit because I could no longer get foreign exchange to pay for it. I would appreciate receiving from readers any issues of *Railroad,* even clipped copies, since that date. In return I would give them Indian railway literature, timetables, stamps, and so on."

Another noted author is gone. Herbert G. Monroe, who specialized in rail lore of the South and wrote 35 *Railroad Magazine* articles, has just died in Villa Rica, Ga., at age 66. Three of his most popular features were "Wrecking Boss," "Whistling Hoggers," and "The Rathole Division."

"Railroad workers are convinced," writes Carl Riebling, a retiree, 731 W. Ferry St., Buffalo, N. Y., "that diligence, skill, ambition, and effort are just a waste of time. Only seniority counts. Thus we have a growing mediocrity in our production." He contends that for railroaders the "boss is the union, not the industry which writes their pay checks."

Know any good railroad jokes? Bill Knapke is collecting 'em for a follow-up on his article, "Anything for a Laugh" (Dec. '62). His address is 9-A North Lane, Orinda, Calif.

In 1839, when President Martin Van Buren was campaigning at Lockport, N. Y., his train jumped the track. In those days every healthy man on board a derailed train was expected to help the crew in getting it back on the rails, and on this occasion the President of the United States supplied his share of muscular effort. ●

THE OLD Tallulah Falls Ry. (now abandoned) ran between Cornelia, Ga., and Franklin, N. C., 57½ miles, and its steam trains rattled over 42 wooden trestles ranging up to 75 feet high. Margie Ellard, brown-haired and brown-eyed, comes from a TF family. A grandfather supplied timber for the trestles and cross-ties. Her father, Uncle Bob Addington, and an aunt also worked for the Tallulah Falls.

Miss Margie Ellard

The road ran through mountainous country. Wrecks were frequent. One washout overturned an engine, killed the hogger, and threw Uncle Bob out a car window. But Bob lived to pile up nearly 60 years of seniority, finally retiring as superintendent. Margie's father, L. M. Ellard, began railroading as a TF brakeman, is now a conductor on the Atlanta & St. Andrews Bay. He remembers working local freight, sometimes 14 hours at a stretch, handling merchandise at every road crossing, and cutting coal from the rear of the tender.

"We would put on every ton of coal the tender could carry," he says, "so as to have enough fuel to take us home at night. Some coal was far back on the tank; the fireman could not reach it, and the head brakeman had to shovel it down for him."

The list of honors Margie has won in school and community life is too long to print here. She lives at 327 N. MacArthur Ave., Panama City, Fla., and aims to become a medical secretary. Among her pet peeves are TV commercials and people who try to mind someone else's business. ●

ABANDONMENT of most of the Rutland's 331 miles is authorized by the ICC, provided the road is sold to any responsible buyer at a price not less than salvage value, estimated at $5.8 million. But the line between Norwood, N. Y., and Malone Jct., N. Y., over which the New York Central has trackage rights, will not be abandoned or sold. The Rutland has not turned a wheel since 1961, due to a strike.

"It is our opinion," said the ICC, "that in addition to the gradual attrition of traffic, the Rutland has become so impoverished by the present strike that it would be difficult, if not impossible, for it to resume operation."

Another strike ended recently after tieing up the Chicago & North Western for a month. An arbitration board granted the railway a free hand, subject to certain layoff benefits, in discharging telegraphers whose jobs the management finds have become obsolete. ●

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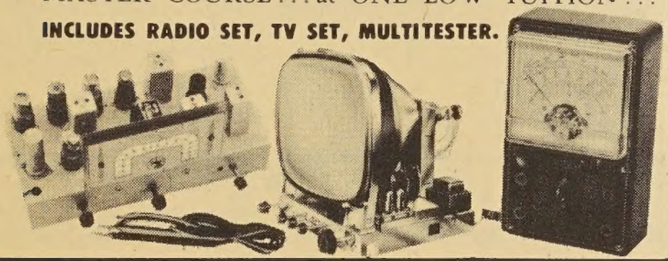

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ALTHOUGH the 18.6-mile Buffalo Creek & Gauley does more business than any other all-steam road in the East, it is not the longest. The 24-mile Mississippian holds that honor. Thomas Lawson, Jr., has prepared an illustrated feature article on the Mississipian for our next issue (April), out February 4th.

Also in April: locomotive rosters of the Long Island and the New England shortlines, and an illustrated article by Peter Josserand on the various experiments with automated trains made in America and overseas. ●

BRIEF NOTES. A new electronic control device to activate signals and gates at railroad crossings, named the "Grade Crossing Predictor," was the brain-child of A. C. Krout, a Southern Pacific signal engineer. It is being manufactured by Marquardt Corp. at Pomona, Calif., under SP licensing.

Canadian National train No. 34 has just cut 24 hours off the time for rail freight from Montreal and Toronto to the West Coast.

Item on page 37, December issue, should have said the Prattsburgh Ry., not Plattsburgh RR., was abandoned, says Robt. Coye, San Diego, Calif.

For two years a little female dog has been living in a cave of unknown depth at one end of D&RGW's East Yard at Grand Junction, Colo. Few people ever see her. Switchmen place food and water beside the cave's small mouth. The shy creature comes out for them, quickly vanishes. A patient Rio Grande photographer snapped her picture for the employees' magazine, *Green Light*.

"*Perfect* is the word for Oliver Towne's classic, 'Night Train,' in your Oct. '62 issue," writes M. L. Holcomb, Seattle, Wash.

A Kansas law prohibits railroad officials from tampering with switch and signal lights to test the efficiency of engine and train crews.

Several readers have questioned the caption under Steve Maguire's photo in our October issue of Pennsy 4666 which said she was the last doodlebug operating east of the Mississippi. At the time we went to press, she actually was. Later, after making what everybody thought was her last run, she was repaired and put back into service, this time on the Camden-Pemberton line. Meanwhile, another Pennsy doodlebug, 4668, also was repaired and assigned to haul a passenger trailer on a one-a-day Camden-Trenton run. At latest reports, both doodlebugs were still running.

Except for one yearly business trip per person, if necessary, the Baltimore & Ohio no longer gives passes or reduced fare to personnel of other roads nor requests such transportation from so-called "foreign" lines for its own employees. This new rule, like one the Pennsy adopted years ago, is designed to cut a passenger operating deficit.

Pacific Mines, Inc., has begun to build a 30-mile railroad to haul iron ore in western Arizona from the Swansea mining district to connect with the Santa Fe Railway at either Bouse or Parker, says David Rees, Ajo, Ariz.

Several fans want us to run a Circus department in every issue. We will not do so unless we get many requests.

A campaign was started in London recently to slash railroad fares — for mice, rabbits, and guinea pigs. Percy Ashley, president of the National Mouse Club, announced the campaign. Club members, who show prize mice throughout Britain, complain that the high cost of transporting the blue-blooded mice is pricing them out of a hobby.

(Continued on page 58)

Which of These Success Stories Will Come True for YOU?

"Can A Man My Age Become a Motel Executive?"

"Yes," says Minott L. Brown, Former Real Estate Man, Now A Motel Manager

"Thanks to Lewis, I entered a new field with complete confidence. My dream has come true; hotel work is an unlimited field. Now I travel the seasons, North and South, and save money, too! I earn more now than I ever did. I'm glad I clipped the Lewis coupon and took your advice."

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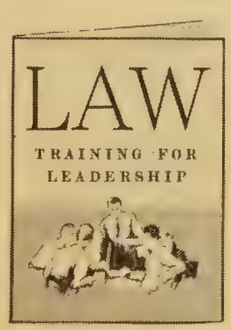

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—JOHN D. PETTIS,
172 N. Fulton, Bradley, Illinois

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- ☐ **EARN $3 TO $5 PER HOUR.** Fixing appliances is a high-paying skill because the demand for trained men is so great.
- ☐ **ENJOY SEMI-RETIREMENT ON A GOOD INCOME.** When you're ready to retire, you can devote a few hours a day to this work. Live and work anywhere you please.
- ☐ **NO PREVIOUS EXPERIENCE OR TRAINING NEEDED.** We tell you and show you everything you need to know, in plain English and clear pictures.

IF YOU'RE like so many men today, you've been "hankering" to start "a little home business of your own." In spare time at first, then maybe full-time later on. Something you'd enjoy — and that pays well. Something that fills an existing need in your neighborhood or town — that "sells itself," without any high pressure arguments — that doesn't take a big investment or elaborate equipment.

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People need their appliances fixed in good times or bad. Once word gets around that you are trained to service them, you'll have plenty of work.

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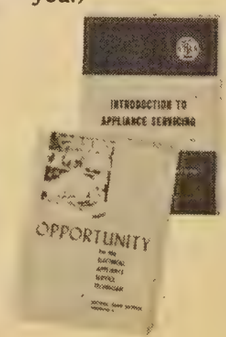

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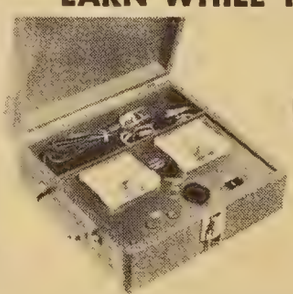

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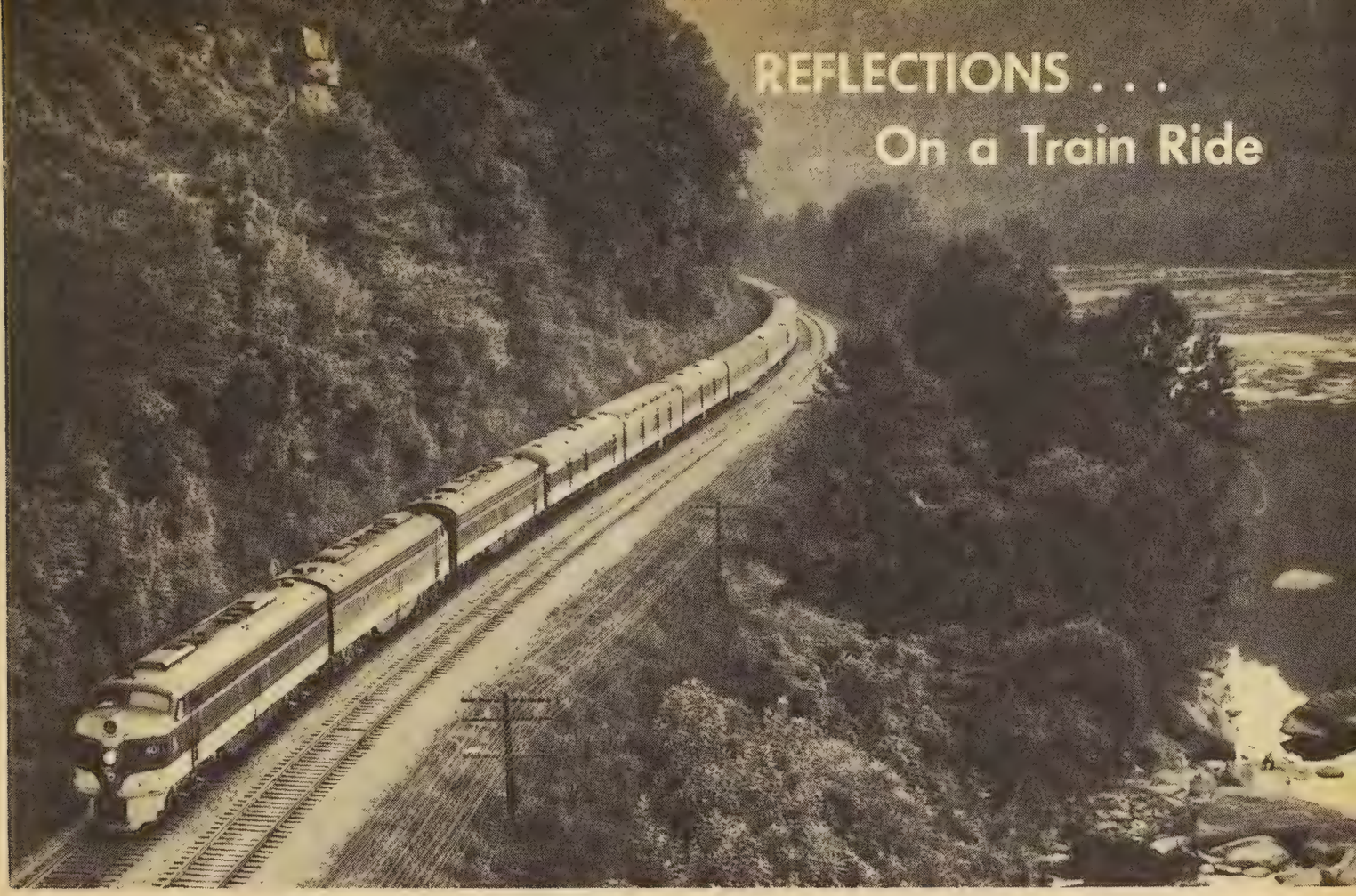


REFLECTIONS . . . On a Train Ride

Riding a fine modern train like the Chesapeake & Ohio's *George Washington* is "marvelous therapy . . . good for the spirit."

by Robert B. Semple, Jr.
Staff Writer, The National Observer

I HAVE a friend who's spent the better part of his life reading train schedules. He can tell you about the *Powhatan Arrow*, the *Shenandoah*, and the *Broadway Limited*. He spends vacations riding trains. His chief ambition is to own a private railroad car.

For a long time I thought him peculiar. I still refuse to read train schedules —a literary prejudice of mine which he deplores. But lately I've begun to appreciate his passion for trains.

A train ride on a Pullman, I've discovered, is marvelous therapy. It is good for the muscles and good for the spirit. It teaches you a great deal about the geography of America. It relaxes you, and it reminds you that there still exists, in this frantic asphalt world, a leisurely, genteel, and comfortable way of getting from one place to another.

A few weeks ago, I boarded the *George Washington* in Lexington, Ky., bound for Washington, D.C. I had not been in a Pullman for years. As the train pulled out, I cased it thoroughly. I was reassured to find an engine on the front.

I did not, however, find a club car. Some years ago, when I visited my grandmother in Virginia every summer, the trains between St. Louis and Washington all seemed to have club cars. It was usually the last car on the train. I recall standing on the rear platform and watching the tracks cross, re-cross, recede, narrow, and vanish into the distance.

Despite the absence of a club car on the *George Washington*, there was much that was good. The porter in car C-24 was gracious and attentive. The food was superb. In the old days everybody under 12 ate a "children's portion"—a galling experience. This time, a steak.

Before dinner I read. Afterwards, I lingered over my coffee and watched the back country of eastern Kentucky rush by in the vanishing light—houses built flush up against the tracks, houses perched on hills, roads leading nowhere. Still later, at Ashland, where trains from Chicago and Detroit meet the train from Louisville, I got out, bought a magazine, and watched the yard men switch the cars around.

At night, after the porter had made up the beds, one could observe the stations where we stopped, peer at the shadowy, insubstantial figures on the platform, try to sort out the confused images of the country and read the signs as the train blew by.

The railroads, we are told daily, are in trouble. Their revenues are declining, their appeal diminishing. This is too bad. It is the only way, in my view, to see the country.

Long-distance trips by automobile, despite the automobile's versatility, are often nagging. The view from an airplane reveals only bland generalities of the landscape below. The train passenger, on the other hand, sees the highlights. He, at least, begins to comprehend the diversity of the nation, and as soon as he comprehends this he begins to sense the nation's unity. The towns of Salt Lick, Farmer, Soldier, Olive Hill, Montgomery, and Prince are not separate little worlds. They're all on the same line.

The railroads have made tentative gestures at consolidating their operations. This might save them. I hope it does. I like them. There's a story about a porter. One night, he collected all the shoes in his car, and went into another car to shine them. At Cincinnati, the train divided into two sections. One, including porter and shoes, went to Chicago. The other, containing 30 shoeless passengers, went to St. Louis.

Presumably, the porter has long since made his escape. The shoes, for all I know, are still zooming around the countryside, in search of their owners. But wherever they are, I'd like to be in them. •

The Last All-Parlor-Car Train on the Continent Is the Long Island's Cannon Ball, but Because It Operates Only in Summer It Is Known as

The STRAW-HAT LIMITED

by Freeman Hubbard

Montauk Lighthouse stands on a low promontory at the extreme eastern tip of Long Island, overlooking the restless sea.

THE LONG ISLAND has at least two distinctions. Besides being the largest commuter railroad, it operates the only all-parlor-car train in America. This train, *The Cannon Ball,* originally launched about fifty years ago, is a straw-hat limited, meaning that it runs only in summer and with seats for all passengers. And what seats! Each one is a cozy armchair that can swivel in any direction.

It's a popular streak of varnish. On Friday afternoons in summer, unless you have bought a ticket not later than the day before, you can't be sure of boarding the train at its western terminus, Hunterspoint Avenue in Long Island City, for a week-end visit to "the little world of waiting wives" at Montauk or some fashionable way stop like the Hamptons or Amagansett.

The Cannon Ball is one of the very few extra-fare trains left in the nation. You pay $8.66 to ride one way—almost double the ordinary fare—which tends to keep its passenger list elite. Its open-end observation car is unique. No other American railroad today has one on a regular run. Until rather recently, though, the Wabash *Cannon Ball* offered such service, and even now the Wabash will couple an open-ender onto a special train if you order it. The Jersey Central has a few open-enders in week-day operation but not for the public. They are reserved for commuter clubs.

Last August 3rd your editor got off the IRT Flushing subway train at Hunterspoint Avenue after a five-minute trip from the *Railroad Magazine* office with railfan photographer Richard J. Solomon, bent on riding the Long Island's *Cannon Ball.* We counted 17 parlor cars coupled behind diesel units 1552 and 1555. Engineer Louis Koch was at the controls. Seventeen white-jacketed porters—16 Negroes and one Hawaiian—were lined up proudly on the station platform like the Buckingham Palace guard about to be reviewed by Queen Elizabeth.

Those cars are oldtimers, revamped, air-conditioned, and given a new look in the Long Island shops. The company's pool has a total of 32 parlor cars, all with Indian names. "The whole 32," according to Vice President Henry Weiss, "cost us about the same price as a single new modern coach."

That day our train had 600 adult passengers and one boy. In addition to the usual quota of stockbrokers, designers, corporation execs, and Madison Avenue copywriters, our fellow travelers included the United States ambassador to Great Britain; Eva Gabor, a stage celebrity; and Dorothy Kilgallen, theatrical feature writer for the Hearst newspapers. Dorothy had no idea, until I told her, what a unique train she was riding. She said so later on a radio program. And nobody knew, of course, that out on the West Coast the bewildered Marilyn Monroe had little more than 24 hours to live or that Dorothy Kilgallen would cut short her Amagansett week-end to write about the suicide.

Precisely at 4:14 our train began its 114½-mile run from end to end of

Two views of the *Jamaica*, one of the last few open-ended observation cars in this country. Note the single-track line east of Sayville. Standing on platform are Freeman Hubbard, Conductor Clifford Parker, and an unidentified passenger.
Richard J. Solomon

the fish-shaped island. We left from Hunterspoint Avenue rather than Penn Station because the noxious exhaust from diesel locomotives prevents them from using the East River tunnels. Back in steam days, *The Cannon Ball* and some other LIRR trains were pulled by DD-1 electrics from Penn Station to Jamaica, where steam took over.

Passengers sipped liquid refreshment. They chatted idly, gazed out the windows, played bridge, worked newspaper crossword puzzles, and read such publications as *Time* magazine, *Argosy*, *The Wall Street Journal*, and pocketbooks, some with nude cover pictures.

"Rich" and I took turns riding the cushions, the observation platform, and the engine cab. A man in charcoal gray, strolling down the aisle with an Airedale on leash, met and passed a perfumed lady of uncertain age piloting a brown cocker spaniel in the opposite direction. She quickly lifted the spaniel in her arms. Both dogs barked softly. The train crew began collecting tickets.

Two thousand drinks and 193 minutes later, at the going-down of the sun, the straw-hat limited eased into Montauk station. This quiet summer resort on the island's eastern tip is famed for its lighthouse and beautiful state park.

I have often thought that a picture of Montauk Light would make a great railroad emblem, like the B&O's Capitol dome, the Jersey Central's Statue of Liberty, and the Canadian Pacific's beaver. The Long Island currently features two cartoon figures painted on the sides of its cars: "Dashing Dan," the harried commuter running for his train, illustrating a tense way of life that often leads to heart disease, and a commuter in pseudo Indian garb with this slogan, "The Route of the Weekend Chief." No other railroad has a comic emblem. Maybe some day the Long Island will adopt the lighthouse.

We journeyed smoothly over the Montauk Branch, which is faster and more picturesque than the Central Branch cutoff, while many passengers continued to imbibe alcoholic beverages. Because of the high-level station platforms, frequency of operation, and elimination of many grade crossings, this fine stretch of track at the west end is very much like the British Railways. But after Freeport, where we left the embankment, we had low platforms and more frequent grade crossings.

Our first stop was Westhampton, 74 miles from Hunterspoint Avenue. At Babylon we reached the end of electrification and automatic speed control. Then Sayville, the eastern limit of automatic block signals; and a bit further on, double track gives way to single. Patchogue is the last real commuter town as you roll eastward. Thereafter you are mostly in open country, with scattered houses, wooded areas inhabited by deer, and sprawling duck farms where acres of plump white birds scattered on and near creeks remind you of cotton plantations.

Our genial conductor, Cliff Parker, informed me that Long Island trainmen, oddly enough, never use red lanterns. It seems that white lanterns (with electric lights) give greater visibility in flagging. They use fusees and torpedoes, of course, and there are plenty of red marker lights. I wonder if any other major railroad gets along without red lanterns in flagging?

Parker said, too, that the LIRR owned only one dining car, which was not on *The Cannon Ball* that day, and had no sleeper in service, only the old 0-37 parked at Montauk for the accommodation of porters who lay over there between runs.

Harvey Glickenstein, associate editor of *Headlights* (ERA), reads a magazine on *Cannon Ball* observation car. (Right) Walt McNamara and five of the 75 LI food-drink sales employees under his jurisdiction.
Richard J. Solomon

The Long Island's food and liquor sales are in charge of Walter B. McNamara, a short squat fellow who rides the straw-hat limited on each trip and does what he can to keep everybody happy. Mac is a guy who, when you meet him for the first time, gives you the feeling that you've always known him. He had years of experience in travel on the Pennsylvania Railroad before taking his present job, and his department is paying off. Last August 3rd, for example, each *Cannon Ball* passenger consumed an average of three and one-third drinks. In 1961 Mac's department grossed over $560,000—made more than $5,000 on its best day—and the 1962 figure is expected to go much higher.

All American railroads that serve dining-car meals lose money on them but do better than break even on booze. I'll never forget what the late Isaac B. Tigrett told me one June morning years ago in his business car, rolling northward to St. Louis over a well-kept roadbed. Mr. Tigrett was a longtime president of the Gulf, Mobile & Ohio, which he himself had built up from a 49½-mile "turkey trail" to its present greatness. Being a teetotaler and a Baptist preacher's son, Tigrett took pride in the fact that the GM&O had never sold liquor on its trains—that is, not until it acquired the Alton. He spoke to me about wrestling with his conscience to accept two facts: (1) the Alton's bar cars were very profitable and (2) his obligation to stockholders of The Rebel Route would not let him interfere with that source of revenue.

If you expect to eat on the week-end *Cannon Ball* en route to Montauk you'll have to pack your own lunch. Seventeen porters dispense gallons of "liquid sunshine" each Friday night during the summer but not even a tiny pretzel by way of nourishment. That is because you got to the beach resort at 7:27 p.m., in time for a hotel or restaurant dinner. The railroad's one and only dining car that night was coupled onto a later train, a parlor-and-coach run, where the demand for nutrition was much greater. On other days, the diner is on the regular *Cannon Ball*.

The Long Island's parlor-car operation dates back to the 1890's, but no *Cannon Ball* was mentioned in a May, 1910, list of the road's 16 "principal express trains" (The word *express* as applied to some of those trains is a euphemism. For instance, the *Wading River Express* stopped at Westbury, only 18 minutes out of Jamaica, and all stations on the way to Wading River.) *The Cannon Ball* made its debut some time before World War I, nobody seems to know when.

Then about 1925 came the *Sunrise Special*, a super-duper streak of varnish; all parlor cars, with a diner, shower, barbershop, and observation car. It was pulled by specially painted and decorated steam power. The *Sunrise* ran only a few years, often carrying 16 elegant cars, but finally dropped out of sight around 1930, when the Depression knocked out the demand for luxury service.

Not long afterward *The Cannon Ball* reappeared as a sort of re-incarnation of the *Sunrise*. It was then a year-'round train, running daily except Sundays and holidays with an unspecified number of parlors and a buffet-parlor but no regular diner. Except for the *Sunrise*, Long Island's name-trains of the 1920's and '30's rarely had over ten cars. But in 1962 the main section of the straw-

***The Sunrise Special*, LIRR super-duper streak of varnish in the 1920's: all parlor cars, diner, shower, barbershop, and observation car, shown with engine No. 21.**

Film star Sophia Loren visits LIRR engineman Frank McKeown in his cab.
Long Island Rail Road

hat limited ran 17 cars on Friday evenings, and from six to eight more in the advance and following sections. There are indications that the 1963 season will be even better. On Thursday evenings last summer it often had two sections, each with 12 to 14 mixed coaches and parlors.

There is another difference. In its heyday the *Sunrise Special* ran daily as a luxury train. *The Cannon Ball's* deluxe version pounds the rails only on Thursday and Fridays during the summer. The rest of the week it still carries the famous name but consists of from three to eight parlors and half a dozen garden-variety coaches. And it makes a lot more stops, 13 between Jamaica and Montauk, as compared with the all-parlor version's seven.

At the start of the Depression, when once-prosperous merchants and professional men were selling apples at street corners, the 20 parlor cars on the LIRR roster became ordinary commuter coaches. I remember that during World War II luxury transportation vanished again from the island, as elsewhere. But in 1949 the LIRR management borrowed a couple of parlor cars from the Pennsy and made a brave effort to offer its patrons luxurious week-ends. This worked out so well that it later bought two Lackawanna parlors.

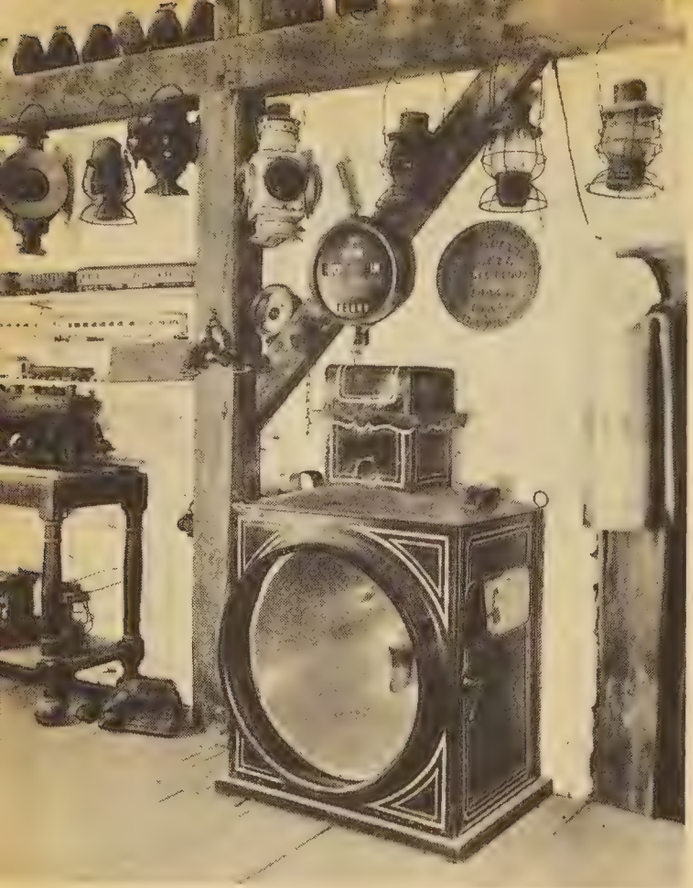
By 1961 the Long Island had a fleet of 29 parlors, all but two of them Pennsy veterans, and early in '62 it acquired a Lehigh Valley diner-lounge. The open-end observation car that Rich Solomon and I rode August 3rd was formerly the Long Island's business car *Jamaica*. Until recently, brass collars had used it on inspection trips over the road's 360 miles of line. When the demand for parlor cars exceeded the supply, the old business car was converted into a parlor-lounge. Its sleeping compartments became meeting rooms, its lounge was refurbished, and the central dining section was changed into a three-table room for card players.

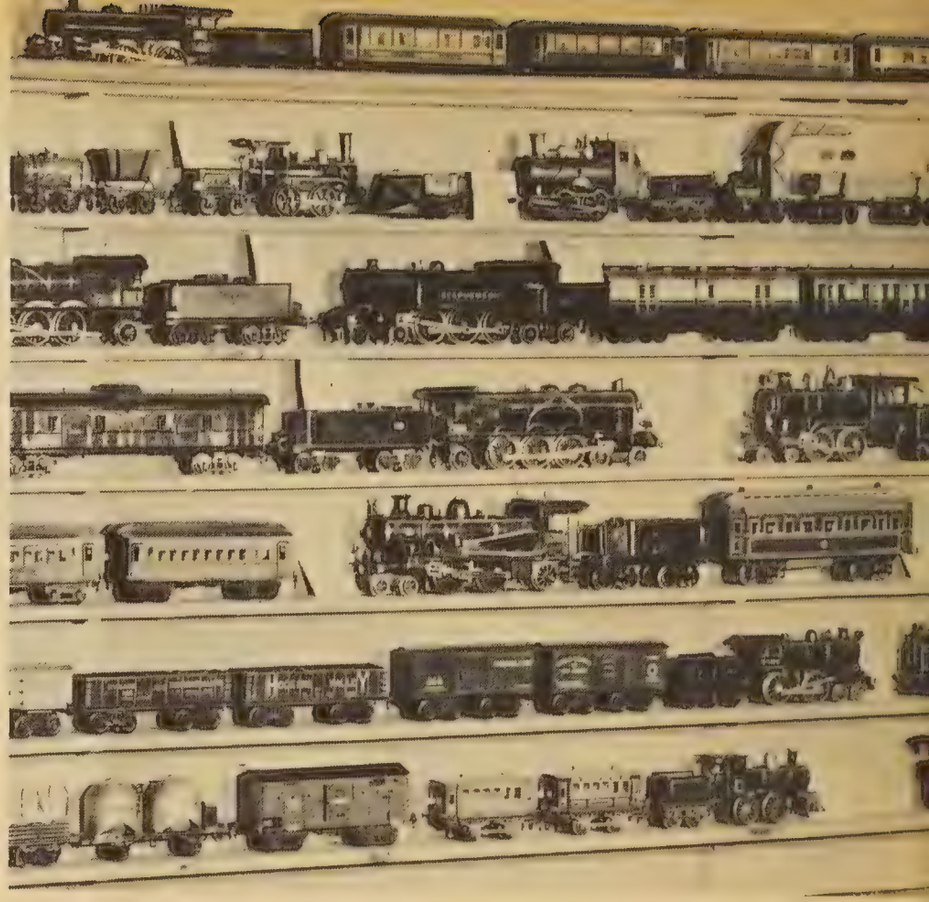
I talked with Walt McNamara about the problems he faced when he first tried out parlor-car service on the Long Island. This service was such an immediate success that his biggest headache was finding enough seats. Another difficulty was the hiring of a large staff of porters and drink-mixers, experienced men willing to work in off-beat hours. Such men were not easy to find, but today Mac has more than 75 competent people handling the parlors and the 30-plus commuter bar cars on the Long Island system.

Another problem was to provide breakfast for hungry week-enders returning to the city Monday morning. The only way he would do this was by beginning to serve meals in the diner before they pulled out of Montauk depot. He was still serving breakfasts in almost frantic haste when they reached Westbury.

It seems that beside sprinting for trains, the Dashing Dans and their female equivalents who ride *The Cannon Ball* on a week-end must be able to gulp down a hearty breakfast with the speed of a Nedick's coffee-juice-doughnut combination. This phase of the extra-fare service is somewhat less than elegant, but who cares? The main thing is to ride the straw-hat limited. ●

Condr. Parker on rear platform of *The Cannon Ball* at eastern terminus, Montauk.
Richard J. Solomon





H. Carstens, Railroad Model Craftsman

INTERESTING RAILFANS Number 12: Edwin P. Alexander

A TIP to single fellows: one way of getting a wife is to run a store or something. It's really very simple. P. T. Barnum operated a general store before going into the circus business, and married one of his customers. More recently, if Edwin P. Alexander hadn't opened a railroad museum on Upper River Road at Yardley, Pa., a suburb of Philadelphia, he might never have met and wed the dark-haired, gray-eyed Margaret Carey. Their marriage last July 28th resulted from the fact that a mutual friend had taken Maggy to Yardley to see the museum and meet its proprietor.

This museum includes one of the world's largest collections of model and toy trains (375 locos, 1125 passenger and freight cars in every size, make, and vintage) as well as real locomotive headlights, trainmen's lanterns, railroad posters, and other railroadiana. It is housed in Ed's modelbuilding shop, a 200-year-old stone barn, a Bucks County landmark, on a 29-acre tract of wooded land about 700 yards from the new Delaware River bridge, and here the newly-weds will build a house.

On the same land but across the road, near the ancient Delaware Canal, is a juvenile tourist attraction, the Penn Eastern Railroad, with 1700 feet of 7½"gage track. This line was built on part of the right-of-way of the old Trenton & Lambertville Electric Railroad. Thus, in addition to his bride, seven grass-cropping sheep, and a house cat, Ed has plenty to occupy his spare time.

The PE is built to a scale of one-eighth real size. There are two engines, a steam Pacific type and a gas-powered switcher. Ed is a steam fan. Saddened by the thought that a new generation was growing up without ever having heard a steam locomotive whistle, he started the Penn Eastern in 1954, two years after opening his museum to the public. It made an immediate hit. Every clear Sunday afternoon in summer, and often on Saturdays also, the Pacific is fired up.

"When the smoke begins drifting in the air," Alexander says, "children flock around to ride the gondolas."

A second PE steam engine is under construction in his shop and may be ready to hit the rails next spring. Five teen-age boys help him with the junior-size railroad and the shopwork.

"Maintenance of roadbed and equipment and building new models," he points out, "take a lot of work. Because of this, we are always seeking new recruits who go for model railroading in a big way—earnest railfans of any age—to help us to operate the Penn Eastern."

E.P.A. wants to triple or quadruple his trackage and build loops or wyes at each end to turn the train. This road and the museum are his main hobbies. The only income he gets from either is by donation, which, he says, covers but a tiny fraction of the operating cost.

"Maggy and I also enjoy good music," he tells us. "We have about a ton of 78-rpm records stored in the old barn, to sort out some day. Meanwhile, we play LP's. And we both like to dig. We aim to have another good vegetable garden like we had last summer."

Ed's life work is building models for industrial and architectural use, preferably but not always railroad models.

Ed and Maggy on their wedding day.

Besides being a successful modelbuilder and author, Edwin P. Alexander runs a junior-size steam railroad and a museum—a few of its exhibits are shown here.

He has handled major assignments for many firms, even the Federal Government. In some respects, Alexander is the Father of American Model Railroading. More than anyone else we know of, he lifted this hobby out of the realm of crackpotism and playing-with-toys and made it worthy of serious attention.

One grandfather was a Pennsylvania Railroad man; two uncles worked for Baldwin Locomotive Works, and Ed's father was an artist who designed the elegant lighting fixtures in New York's Grand Central Terminal and the more modern Cincinnati Union Station. Ed's interest in model railroading stems from the time when the Bronx Radio Club, which he joined as a teen-ager, created a small replica of a Milwaukee Road train snowbound near a ham operator's shack, through which help was obtained. It was shown at a convention.

In 1925 he built the very first scale HO model in the United States, a likeness of the DD-1, the Pennsy electric credited with having made New York's Penn Station possible. His first major achievement was the building, with some help, of an O-gage operating layout, size 20x80 feet, that included 7 engines, 60 freight cars, 25 passenger cars, and 600 feet of track, for the Chesapeake & Ohio to exhibit at the Chicago Worlds Fair of 1933.

Later, he turned out models for other fairs, but the C&O display set the pace for the hobby's tremendous upsurge which is still under way. It fathered, you might say, model railroad layouts in thousands of attics and basements.

Among other "firsts," Alexander compiled a pioneer catalog of model railroad equipment, began making kits as early as 1927, cast the first aluminum model freight cars in 1930, cast the first loco boilers and frames, and built the first really portable model railroad layout. At the time he was a director of the New York Society of Model Engineers he designed its first layout. Later he obtained the Pelham Manor railroad station building to house the Westchester Model Club, and designed that club's first track system.

In 1931 he began writing the 28 articles he contributed to **Railroad Magazine.** He has also written for other magazines and has authored four books: **Model Railroads, Iron Horses, American Locomotives,** and a Pennsy pictorial history. **American Locomotives** is so popular that a new edition has just come out.

His favorite road is the Pennsy, of which he has a truly great collection of photos, blueprints, negatives, data, and books. During World War II he worked for the PRR engineering department, getting up at 4 a.m. daily to drive to Trenton, N.J., and catch a train for Philadelphia. Being also a gentleman farmer, before leaving home he would feed the livestock he owned in those days: 800 chickens, ducks, guineas, pigs, steers, and sheep, not to mention a collie dog.

Personally, Ed Alexander is big and blond, 6 feet, 185 pounds, with steel-blue eyes. He never smokes; loves children and animals, especially dogs and cats, and is a stickler for accurate details but otherwise easy to get along with. Heading his list of pet peeves are rock and roll "music" and diesel locomotives. Also on the list are museum visitors who tell him, "Oh, we just gave away all our old toy trains last week (or threw them out a month ago)," and know-it-all parents who give their offspring completely erroneous "facts" about locos and trains. He married well up in middle age, Maggy being his first and only wife. •

(No. 13: John W. Barriger, a railfan who is president of the P&LE.)

First Northern Pacific engine, *Minnetonka*, was acquired in 1870 to help lay track in the Midwest; later was shipped around Cape Horn and used on the Pacific end. The NP sold her to a logging road, but found her in 1932 and bought her back.
Northern Pacific Railway

Pioneer Days On the Old NORTHERN PACIFIC

The Story Behind Herb Mott's Painting on Our Front Cover

FIRST of the big northwestern rail systems was the Northern Pacific, and its pioneer days brought just about everything. All varieties of weather, of course, including very heavy snow. Mountains? When first built, one stretch of NP track had a maximum grade of 5.6 percent, as compared with 2.2 today.

Redskins biting the dust? Sure enough! One of the last Indian uprisings tore through Minnesota and Dakota Territory just as the engineering department was drawing up blueprints for tracks to be laid there. Badmen? The same region boasted more gunslingers, gamblers, and land sharks than you'll find in a week's TV. Scarlet women? Keep on reading, brother; you'll come to Fargo and Moorhead. The Northern Pacific ran excursion and emigrant trains to those twin settlements, as you note from the old poster reproduced by Herb Mott for the current *Railroad Magazine* cover.

A Fargo newspaper summed up the early days as follows: "Here was something phenomenal and unique, a railroad planning to build its way across the country, virtually in advance of settlement. The railroad itself was to be the frontier."

During the Civil War much pressure was put on Congress to link the North with the West Coast by rail. Five good routes were known. The most northerly, explored by Lewis and Clark in 1804, followed the Yellowstone and Columbia river valleys. It was a splendid route. Several men had tried to interest Congress in it, but the vote had gone to a more central location. When the NP finally got an okay, all that Congress had left to give them was a charter and some land grants.

Land in the far sticks wasn't worth much in cash money. Neither was a charter. About the only source of ready traffic was the valley of the northern Red River, a big stream which flows toward Hudson's Bay and forms the boundary between Minnesota and the Dakotas. Melting snow flooded the river each spring, enriching a large area of tillable land.

Just when all seemed ready for a railroad there came the chilling sound of Indian yells. During the hot months of 1862 the Sioux rode howling across Minnesota and slew 300 settlers. The attack spread. Hudson's Bay Company abandoned its Georgetown post, some of its men escaping and others dying in their own blood. Fort Abercrombie was beset; gunsmoke and the crackle of burning log-cabins filled the air. The raids lasted for months . . . years . . . settlers moved elsewhere. Bloody battles with U. S. forces raged in 1863 and until 1865, entirely apart from the Civil War fighting.

During these parlous times, in 1864, Congress granted the NP a charter and land to build from Lake Superior to Puget Sound. What a gift! President Lincoln must have seen its irony, yet the backers were glad to get the charter for their project.

For years it was just a license to hunt the money for two strips of steel across 2,000 miles of wild country. The year 1867 found the company's president, J. Gregory Smith, and director Thomas Canfield still calling on bankers and such. At length they got Bill Fargo of New York State and his friends to come in for $250,000 toward preliminary surveys. Mr. Fargo was an express tycoon who had begun work at 13 as a mail courier, later joined up with a man named Wells.

Survey money is the hardest kind to get. It took more years for Smith, Josiah Perhams, and the directors to finance construction. What persistence! Eventually Jay Cooke & Co. of Philadelphia agreed to sell the bonds.

by JAMES W. HOLDEN

FIRST track was spiked in place west of Duluth in 1870, and over this rolled the Northern Pacific's pioneer engine, a saddle-tank woodburning 0-4-0 with a balloon stack, the *Minnetonka.*

The copper-hued tribesmen were quiet, but land sharks swarmed all over, asking endless questions. Even as the steel moved west, no one seemed to know just where the railroad would cross the Red River. Squatters guessed at various crossing points—sure to become towns—for 100 miles up and down the river, and staked out claims. Nearly all thought the NP would avoid the lowlands (where the city of Fargo now stands) because of the spring floods and quagmires.

On a warm day in May, '71, two men arrived at the river dressed as settlers, Tom Canfield and a civil engineer named George Wright. They saw land sharks "everywhere, night and day, ready to pitch tents"—that is, to claim homesites at the crossing.

This was annoying. The NP needed money, and it seemed idiotic to hand all the profits from town lots to a gang of sharpers, so the railroad formed its own land company to put a stop to that kind of swindling.

Having decided where to cross, Canfield tried an experiment, sending a party of men to the north. There they drove a line of stakes leading to the river, scraped a road to Oakport, Minn., and on the Dakota side slapped in more stakes and built a trail westward.

The sound of hammers drew the land sharks in a stampede. Smoke rose from campfires and their tents mushroomed as these worthies "established homes," in which they lived happily for some days before they realized they had been bamboozled. For years they referred to Oakport as "Bogusville."

During the rush a transient named Andrew Holes went to Job Smith, the owner of 165 acres farther south, and waved $2,000 cash. Andy had just married and wanted to be a farmer. He sold. By September the Northern Pacific land company owned the acreage and began offering lots in the town that was to become Moorhead.

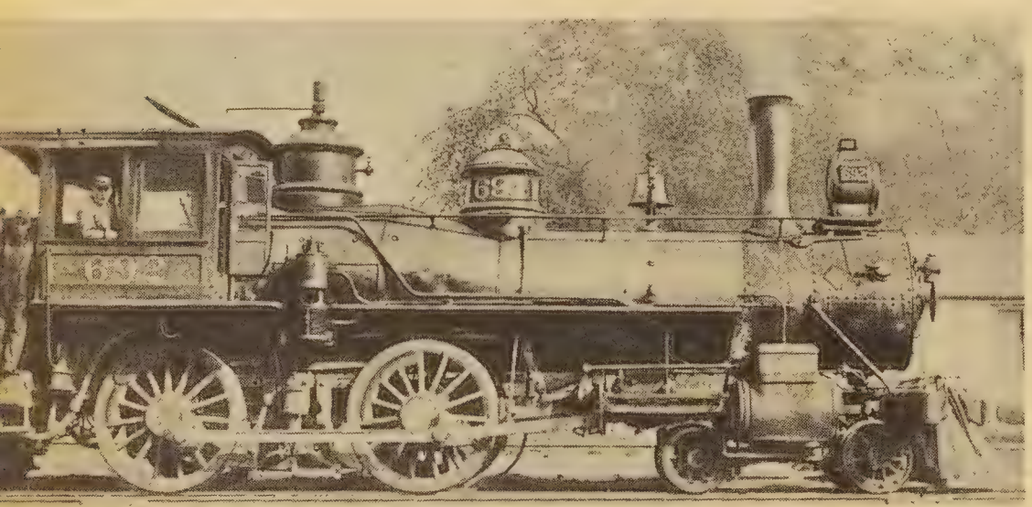
On the west bank the big landowner was the U. S. Government. Since anyone could claim acreage by meeting certain conditions such as living thereon, staking, and some plowing, a number of Northern Pacific transitmen became "settlers" at what is now Fargo. In order to get the plowing done without an audience, Canfield had plows and oxen brought from southern Minnesota after dark. One moonlit night the pioneers drove stakes and did the required plowing; by 8 a.m. they were farmers and one of them was galloping

One of the tracklaying crews that built the Northern Pacific's Yellowstone Division back in 1883 used the iron car shown here and the sturdy black horse named Nig.
Northern Pacific Railway

Northern Pacific Railway

Oxcarts of homesteaders leaving NP depot at Mandan, North Dakota, about eighty years ago with supplies for their homes.

Mixed train on old North Yakima & Valley Ry. (now part of Northern Pacific).



She helped to open up the West: Northern Pacific's 192, built by Grant Locomotive Works in 1888 with 18x24″ cylinders, 63″ drivers, weighing 90,000 pounds.

Walter A. Lucas collection

Northern Pacific Railway

Northern Pacific used this Baldwin woodburner to load and unload Missouri River steamboats at Bismarck, North Dakota. (Another photo of No. 51 on page 24.)

toward the land office at Pembina, 190 miles north, to record their claims.

Camped that night, the railroad man saw a fire behind him and realized that the squatters would try to beat him to the land office. There was nothing to do but saddle up at 2 a.m. and hope his horse could follow the trail.

It was a hollow victory, since the squatters claimed prior use of the land. In a few years they became leading Fargoans and good customers of the Northern Pacific, which withdrew all its claims to the disputed real estate.

FARGO might have been called Elm City or Centralia, but one mild September day in 1871, when the leaves were beginning to turn red and gold, Tom Canfield sent the railroad agent on the east bank a telegram which read, "Town on east side named Moorhead, on west side Fargo."

That annoyed the west-side postmaster. He had gone to some trouble to register the name *Centralia* for that locality and must now change it to *Fargo*. Mr. Moorhead, for whom the brawling east-side town was named, was not a factor to be reckoned lightly. Besides being a brother-in-law of financier Jay Cooke, he was a Northern Pacific director. So the west-side area perpetuated his name.

Fargo became a lusty, hard-drinking colony, "the toughest settlement on the frontier." To the land sharks had been added railroad construction workers, not noted for peace and decorum, and shoals of free and easy girls—well, not free but easy to get if you had hair on your chest and money in your jeans. Those "ladies" knew what men wanted. When two-story frame buildings began to replace the tents, when a new saloon, blacksmith shop, or gambling joint went up on one side of a feed store, there was almost certain to be a bordello on the other side. The fancy houses were equipped with filmy red curtains and plush furniture shipped from the East at great expense.

Some men died of "lead poisoning" in drunken brawls over harlots, others for cheating at poker. Noisy disputes were common. The night air of Dakota Territory rang with the *yahoos* and gunshots of young blades looking for "good clean fun" and the squeals of corseted or naked women behind the thin scarlet curtains.

One February day surprise came to the twin communities of Fargo and Moorhead. A Federal marshal clattered

Baldwin-built No. 279 was only three months old when this shot was made at Fargo, North Dakota, in July, 1883. She had 17x24″ cylinders and 130 pounds boiler pressure. Weight, 80,000 pounds, including 54,000 pounds on her 63″ drivers.
Collection of the late Joseph Lavelle

in with a small cavalry squad and arrested the leading citizens. His reason had nothing to do with land-shark chicanery, prostitution, or gunshot murders under the guise of self-defense.

'You're arrested," snapped the lawman, "for cutting timber and selling liquor on an Indian reservation."

He was technically right; but two thousand miles away, Congress had already laid plans to buy out the Wahpeton and Sisseton Indians for $800,000. Actually, the big city papers back East were printing lurid reports of the goings-on at Fargo and Moorhead, and certain influential politicians just didn't like those two "sink-holes of iniquity."

"Get going, and don't come back!" many Fargoans were told. Some did . . . but today more than one oldtimer can tell you that his ancestor said no. "It's my home and I stay," quoth those early pioneers, and they made it stick.

Surveyors went to work at Moorhead in July, 1871; five months later rails were spiked into place; and the first train of wooden cars powered by a diamond-stacked woodburning 4-4-0 clanged into town on snowy rails January 3rd. Meanwhile, surveys had been started at Fargo in September, '71, and the Number 1 train flashed into that town the following June 6th. Pretty soon the steamcars were carrying excursionists and emigrants, along with household goods, into Dakota Territory.

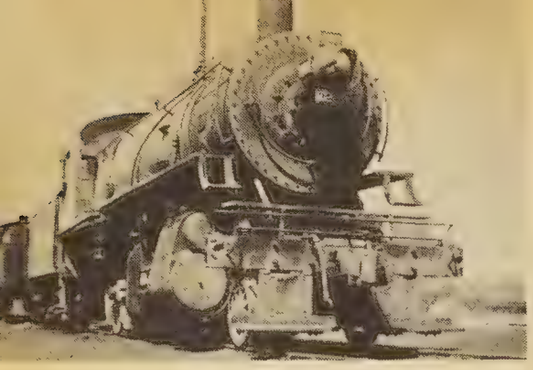
Northern Pacific Railway

NP operated an exhibition car in 1895 to attract new settlers to the Far West.

BUT as one trouble ended, another took its place: the railmen learned about northern snow. A letter written by a Hudson's Bay man returning to Moorhead in January, '73, with about 25 other passengers in the Northern Pacific directors' car, relates what happened on that particular trip. Snow began to fall and within a brief ten minutes drifts covered the rails and the woodburner was losing speed. Her exhaust must have barked like a sheepdog as the engineer fed in steam, but the train lurched to a stop and all was quiet but wind rattling the panes and the wood crackling in the car-stoves.

"We'll be here for some time," said the conductor. "I'll take the engine ahead and get provisions—anyone who wants can ride to the next town."

There was a rush to climb aboard the



Northern Pacific switcher No. 1200, Class Y-3, which was a rare class.
J. H. Christensen

tender, catwalks, and pilot. The Hudson's Bay man and half a dozen others stayed with the coach, but a few hours later they realized their engine could not get back.

The story of their attempts to find nourishment is not unusual, but the weather grew colder. Finding a case of eggs in the baggage car, they managed to boil water in a basin—the stoves being round-topped—by heating a chain link and putting it in the water.

Meanwhile, the trainmen, after unloading the passengers, had picked up some food and got back as far as a station three miles ahead of the train. The conductor started to walk toward the passengers on foot with a load of groceries, not knowing when or if he'd make it. (He did.) The engine crew rustled firewood, hoping to keep the locomotive from freezing to the track, but that night she went dead and this added to the general gloom.

Earlier in the day a passenger had frozen an ear while carrying an armful of wood the short distance between two telegraph poles. No one on that train was seriously hurt, but enginemen on other trains got severe frostburns.

That same year, 1873, a new form of destruction hit the Northern Pacific. A panic disorganized the country and the great house of Jay Cooke & Co. locked its doors. Construction money stopped. The main line had barely reached Bismarck on the Missouri River, which was as far as it got for years, while cranes and work cars rusted along the right-of-way. At length, by getting trackage rights into St. Paul in 1877, the directors were able to resume a modest railroad business.

About 1880 money loosened up. During the presidency of Frederick Billings (for whom Billings, Mont., was named), the railroad added 15,000 Chinese to its construction force. Rail got so scarce that buyers had to scout the steel mills in England and France. But good times were even dizzier when Henry Villard became president of the road in 1881. Villard buttoned up the main line with a last-spike feast at Gold Creek, Mont., and added branch lines, shops, and terminals. In the Far West his builders laid steel from Seattle to Portland over the Cascades, operating a big car-ferry across the Columbia River. This was the first standard-gage track in Washington Territory.

Topping the Cascades on this line proved to be still another pioneering job. Terrain was so rugged that the engineers set a steep ruling grade of 5.6 percent! Three switchbacks gnawed away at each side of the summit track, a double horseshoe eight miles long which called for special engines and crews, and a train limit of five cars, freight or passenger.

Coming down was worse than going up. Each brakeman handled only two cars while each engine worked its air plus a hydraulic brake. Today's 1.8-mile Stampede Tunnel replaced the summit track.

One of Villard's great projects was opening hundreds of offices in Europe to spread the idea of migration to the Northwest, a plan so sound that seven years after the last-spike ceremoney the five territories of North Dakota, South Dakota, Montana, Idaho, and Washington met their population quotas and became states.

Despite a panic in '93 and all the previous vexations of its pioneer days, the Northern Pacific retained enough optimism to grow to 6,900 miles and acquire famous passenger trains, welded rail, electronic car-sorting, and other accoutrements of a thriving railroad. But it wasn't easy. ●

Northern Pacific Railway

In the grim winter before a bridge was built there in 1882, the Missouri River froze solid. The NP laid rails on the ice and thus ran trains between Mandan and Brunswick, as pictured below. In summertime, however, the trains were ferried across.

A MAN WITH 8,000 IDEAS

JOHN DRAYTON, a British Railways engineman (shown here in his old Great Western uniform), holds a unique distinction. He has devised and offered more than 8,000 suggestions for improving railway operational efficiency in his country, 1,000 of which were actually accepted, paid for, and put into effect. To mark the 1,000th acceptance, Western Region officials gave him a formal luncheon and a silver inscribed memorial, and the No. 1 Suggester got much publicity in press, radio, and TV interviews.

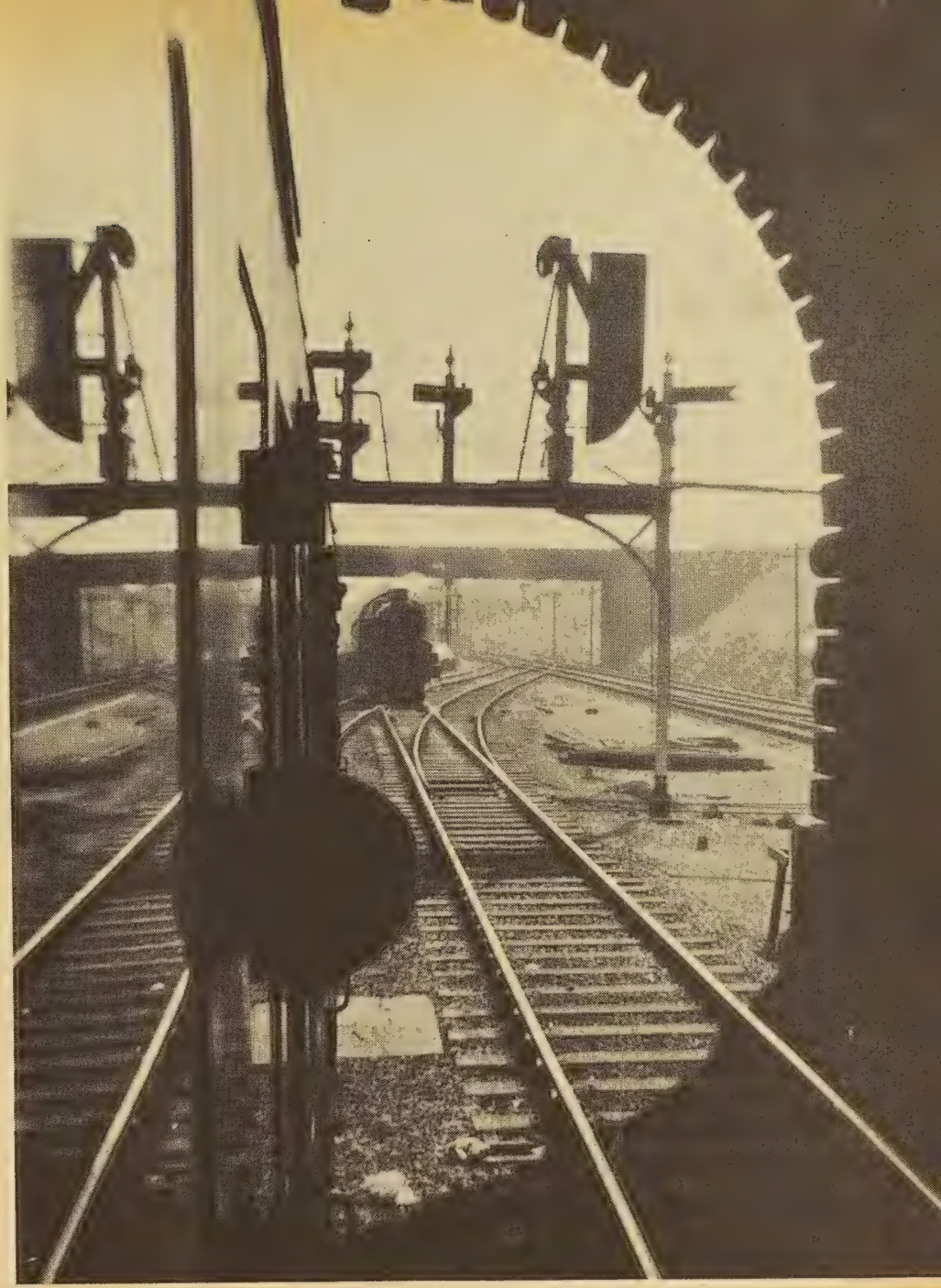
John Drayton

About 1,600 of his suggestions had to do with steam locomotives, 315 were for new or altered signal positions, 158 concerned diesel engines or MU cars, and 68 involved working timetables. One, for example, was an idea to make locomotive turntables safer. Widening the framework on subsequent tables lets a man get off his engine and walk alongside her safely. Before that, tables had been designed and built to fit the engines. They had required steps and handrails for men to climb up and down, a practice which the clearances made hazardous.

Drayton finds it satisfying to stroll along a railway station platform or look down from an overpass and note various changes in methods and equipment resulting from his suggestions. "At work or off duty," he writes, "I am always seeking ways and means to improve the services. Ideas come to me easily."

He lives at 13 Sycamore Road, Griffithstown, Pontypool, Monmouthshire, England, and often runs to Shewsbury and back, a daily round trip of 168 miles, which qualifies him for extra mileage pay. An engineman running out of Pontypool, sometimes into South Wales and elsewhere, might have to remember the postion and location of nearly 1,000 signals and be able to read them, day or night, in snow, fog, frost, and sunshine.

"British signaling is rather complicated as judged by your standards," he says. "We have a congested network of lines around large towns and cities. Our Southern Region operates more passenger trains daily than any other comparable area on earth."



While waiting for a meet, John Drayton, British Railways engineer, went into a coach, leaned out a window, and made this shot of the Newport Tunnel mouth.

During World War II the U.S. Government loaned the British some 2-8-0 freight engines built by Baldwin, Lima, and Alco to help out with the very heavy wartime traffic. Drayton was one of the drivers who handled them.

"They were plenty fast," he recalls. "Some British locos, unlike nearly all those in America, are operated from the left-hand side of the cab; but all ex-Great Western engines are driven from the right side, a relic of the old coaching days. While working with American power on the GW (now part of British Railways) I spotted a few ideas, passed them on to the GW management, and before the Yankee engines were shipped over to Europe to support the Allied invasion I saw some put to use."

John Drayton, a man of medium height with blue-green eyes, was born into a railway family Sept. 18, 1907, and has been railroading since 1923. His railway suggestions have earned him a total of nearly £2,000. But with all his ingenuity and years of service, this engine driver has never been given a chance at a better job in the nationalized British system. —"a job," he says, "where I could use my ideas to make train travel safer."

In the United States, where railroads are privately owned, an engineman with talents and experience like his would probably be at least a minor official by now. Maybe a manager of safety. Incidentally, will some reader tell us who holds the North American record for making acceptable suggestions to railroad managements?

Oldtimer Recalls How Hoggers Patched up Leaky Woodburners on the Road, to Keep Them Running, and the Rabelaisian Incident of

THE CAMP-MEETING SPECIAL

True Tales by E. A. ("Frog") Smith

I REMEMBER many years ago how we used to patch up leaky old eight-wheelers, Moguls, and Shays on the road to keep them running. You had to, in those days, if you worked on a "wooden-axle pike" anywhere in the South. There were lots of small roads then. Georgia's Colquitt County, for example, is no more than 30 miles across in any direction, but between 1900 and 1915, when I was a kid, it had as many as five freight-and-passenger railroads and a dozen logging lines.

Even as a youngster I knew what made engines go. My father, Dick Smith, was a hogger, one of the best, and when I grew up I followed in his footsteps. I loved the rusty old scrap-piles from their pointed wooden cow-catchers to the link-and-pin couplers on their tenders. And I knew that every time a big railroad in my part of the country bought heavier rail, more powerful locomotives, or better rolling stock, it sold its dangerously worn-out equipment to a shortline or logging road. Buyers would grab the ancient engines because they were cheap, without taking time to inspect them first.

Breakdowns were common. I am reminded of one that occurred in the woods near Pineville, Georgia, at the time Dad was handling a one-car train known as the Camp-Meeting Special. His engine had no sand pipes or scooping apron and you could see the track flashing under the two-foot-wide gap between the cab and tender. The lower cab wall was missing, which let you watch both drivers turning, the counterbalances momentarily darkening the picture as they flashed by.

I'll tell you about the Camp-Meeting Special later on. But first I want to get a few other matters off my chest.

Go back to a Sunday morning in 1917, just before America got into World War 1. The railroad was the ordinarily well-managed Georgia Northern. Old No. 11, working on one side, was giving the passengers a jerky ride. Out of Moultrie, the engine had snapped her right valve stem rocker arm alongside a cotton field and far from any human habitation. Hardly had the string of varnish panted to a stop than Conductor Edwards ambled up front to learn the trouble.

"Just a broken rocker," said the hogger, Ben Mackintosh. "Not serious."

Edwards offered, "I'll send a man on foot for another engine."

"You needn't. I'll have this one fixed before he could reach a phone."

Mackintosh set to work. After using wood off the tender to block the valve in the center of its stroke, he fastened it in place with barbed wire taken from a farmer's fence and then whistled off, less than twenty minutes after stopping. By almost beating the stack off her, he arrived at Boston, Georgia, on time for a connection with the ACL.

Years later, in 1929, when I was pulling trains for the Foshee Lumber Company, the firebox of a Dickson eight-wheeler cracked open and I suggested to Mr. Foshee, president of the com-

ILLUSTRATED
BY JOE EASLEY

pany, that we get her repaired so we could use her on the work train.

Mr. Foshee shook his head. "I can pick up a bargain, a 25-ton Mogul that's ready to roll right now. Set this old girl on the rip track and we'll sell her for scrap."

I did so. But when the Mogul arrived on a flatcar I regretted having given in so easily. With some misgivings I unloaded the 2-6-0 and looked her over. I found the cone from her smokestack in the cab as well as coal scattered in the tender bunker. Convinced that the cone had been removed to let the coal burn, I replaced it. You couldn't steam that pig *with* a cone in her stack, but without it she'd set fire to everything in sight.

Well, I took a carload of replacement ties 12 miles out to the St. Johns River and, with two men firing, we burned nearly a tank of wood in getting there. After the ties had been strung out I took back the empty car. I had no fireman or flagman and very little fuel and I ran on the main-line log train's time. Four times I had to stop to blow up steam.

When I happened to step across the cab and glance out the front window, I was scared to discover that the left front driver had more than an inch of wobble! Upon reaching the mill, I filled her boiler, consigned the 2-6-0 to hell, and climbed down to chuckle at the thought of what would happen to the next guy stuck with her, Later on, the only thing that could make the 25-ton Mogul steam worth a damn was the stack taken from a 60-ton machine twice her size.

ANOTHER breakdown in my memory-book occurred in 1912 just after I'd arrived at Chipley, Florida, to work on the Birmingham, Columbus & St. Andrews—a short pike with a long name, since abandoned. My first job on that road was to help pick up a wreck at Riverside, a junction point of the Sales-Davis logging line out of Southport in the same state. We jacked up the battered coach and skidded it over the track, ready to push the truck under the rear end, when we found that the centerplate was busted beyond use.

"Ain't it hell!" growled a foreman. "Reckon we could borrow a centerplate from the Sale-Davis shops?"

"I doubt it," answered Dan Campbell, the wrecking boss, and he looked at the going-down of the sun, "but even if we could, we have no lights and the bolster is splintered. Let's borrow one of their bastard log trucks, load the wrecked coach on, and take it to Chipley for repairs."

So we shoved the coach truck back in the siding, where gandy dancers eased a section of log underneath. In our haste to get away before dark, nobody paid much attention to the borrowed bastard truck. Although it extended a foot and a half higher, it seemed to roll easily enough. We blocked the truck in place, hooked stay-chains into the stanchion pockets and, after rigging a tow-chain to pull the extra truck, proceeded on our way.

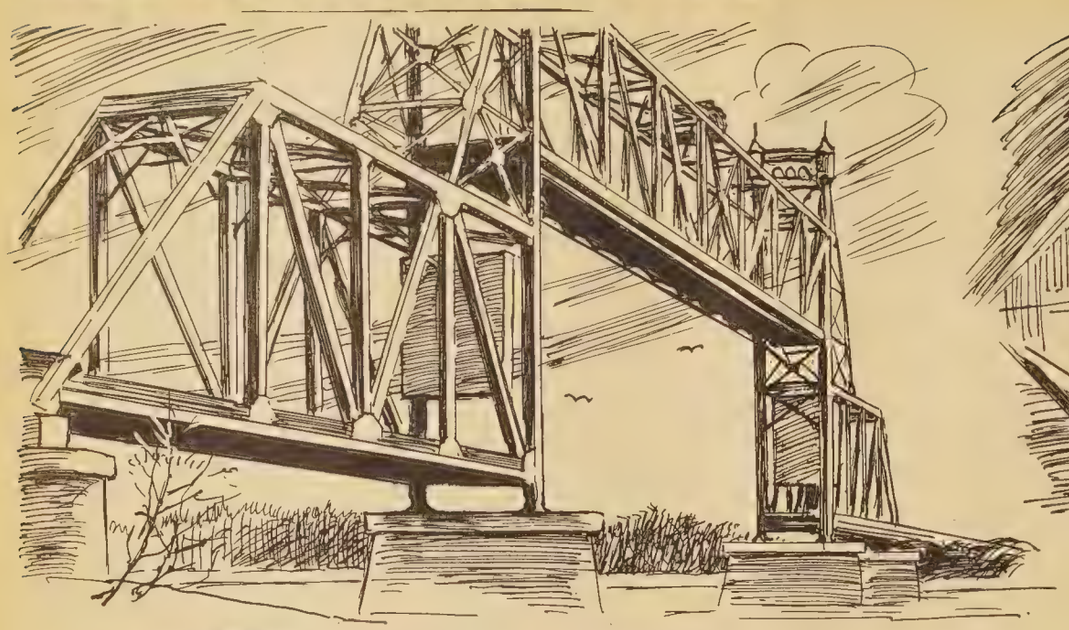
Only when the coach was jacked up the next day and the log truck pulled out into the light did everybody see what we had borrowed in Riverside. The log truck's journal had been allowed to run so hot that it cut through the top of the box and into the arch bars. Instead of a regulation brass bearing and keeper wedge, the wheel was running under a neat wooden bearing which had been chopped from a green live-oak tree!

Some old engines from the early days, when they had names instead of numbers, lasted to run during the first few years of the present century. That famous Civil War relic, the *General,* was still pounding the rails in 1903 when Dad let me handle a fast one bearing the name *Hulda* on a brass plate above her running board and the number 9 on her sandbox. And I remember the decrepit 4-4-0 that Dad used on the Camp-Meeting Special one Sunday out of Pineville—but we'll come to her pretty soon.

For years Ticknor & Smith logged the region around Ticknor, Georgia, with No. 3, a 25-ton eight-wheeler of uncertain vintage. They managed to highball over the high red hills by the dan-

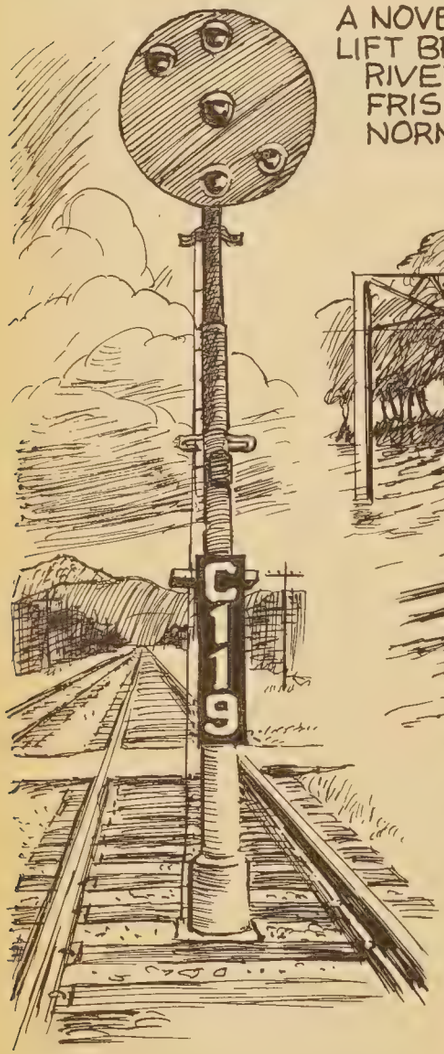
ALONG THE IRON PIKE

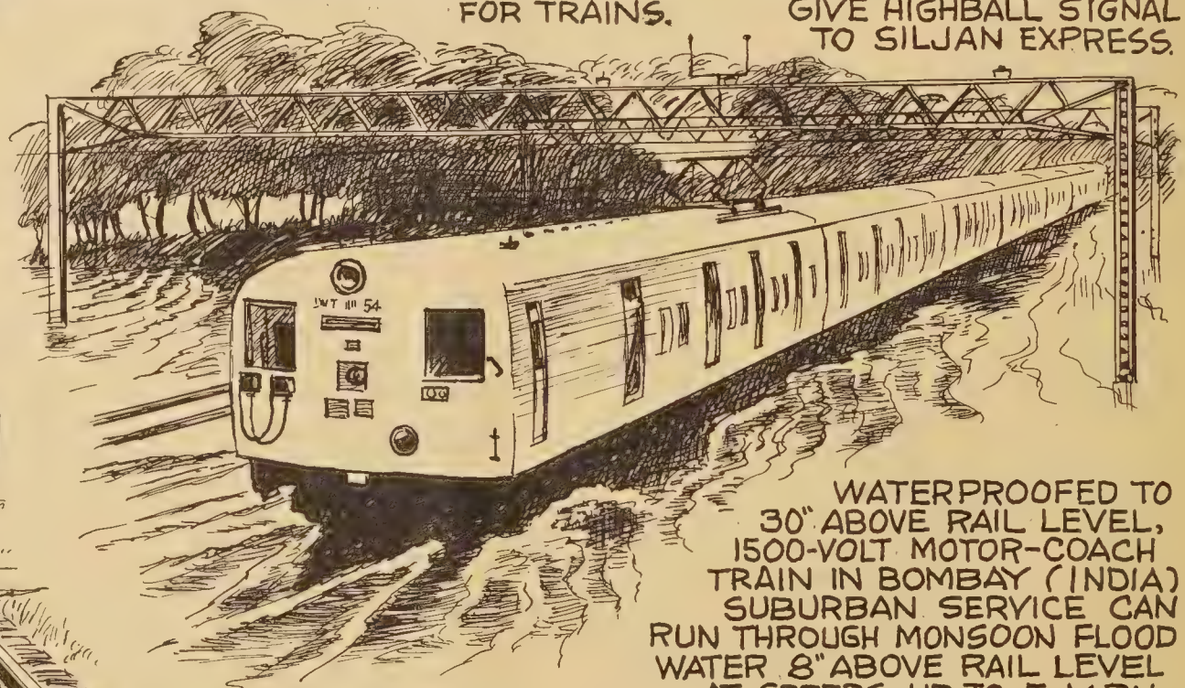
by Joe Easley



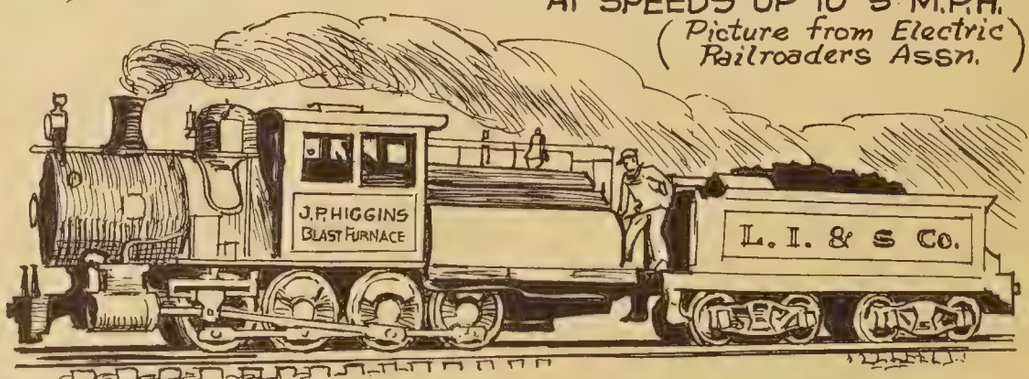
A NOVELTY: VERTICAL LIFT BRIDGE OVER BLACK WARRIOR RIVER AT DEMOPOLIS, ALA., ON FRISCO SINGLE-TRACK LINE, IS NORMALLY IN RAISED POSITION BUT LOWERS AUTOMATICALLY FOR TRAINS.

MISS VIVECA JOHANSSON, OF SWEDISH STATE RYS. AT STOCKHOLM CENTRAL STATION, IS ABOUT TO GIVE HIGHBALL SIGNAL TO SILJAN EXPRESS.





WATERPROOFED TO 30" ABOVE RAIL LEVEL, 1500-VOLT MOTOR-COACH TRAIN IN BOMBAY (INDIA) SUBURBAN SERVICE CAN RUN THROUGH MONSOON FLOOD WATER 8" ABOVE RAIL LEVEL AT SPEEDS UP TO 5 M.P.H. (*Picture from Electric Railroaders Assn.*)



CAN YOU BEAT THIS? BLOCK SIGNAL WAS PLACED BETWEEN RAILS ON PENNSYLVANIA-READING SEASHORE LINES, WENONAH, N.J. TRACK AT RIGHT WAS UNUSED AT THE TIME AND HAS SINCE BEEN TAKEN UP.

LACKAWANNA IRON & STEEL NO. 7 (BALDWIN 1898) MAY HAVE BEEN THE ONLY 3-FOOT-GAGE 0-8-0 CAMELBACK EVER BUILT.

gerous practice of running wide open down one hill so as to get enough momentum to take them over the next. When they built a larger sawmill in 1901, the undersized engine failed to keep it supplied with logs. So they bought a bigger hog and put her to work while the little tea kettle rested on a siding.

Being a boy at the time, under Dad's heels as usual, I stood around listening while my father and the new owner, Mr. Millett, discussed what to do with the old Three-spot. The owner wanted to sell her for scrap.

Dad thought she was good enough to save. "Mr. Millett," he urged, "all that's wrong with the Three is her size. Why not have her overhauled and sell her to some road where the hills ain't so steep?"

"Just because it's you, Dick," said the boss, "I'll do it."

And he did, but never again did she haul logs. When she came back from the shops, with her brass shined like a house afire, a new jacket, and a fresh coat of paint, she looked real pretty. The Pidcock brothers, Frank and Charlie, bought her for their own road, the busy little Georgia Northern. Around that time they also acquired two new and light but elegantly finished wooden coaches for a train and painted the name *Georgia Cracker* on the engine and cars. Thus, after barely escaping the junk pile, the little Cinderella of the rails pulled her own train for fifteen years, sometimes, I am told, making as much as 60 per when and where the track permitted.

It is interesting to note the many stunts pulled by shortline hoggers. If you live in Punta Gorda, Florida, you know that Sim Holt is the police chief there. Back in 1926 Holt had a job as logging engineer at Willow in the same state. One day he was taking a train into the woods when, several miles out of town, a boiler tube facing the firebox began leaking so badly that he could not go on. Working his injector continually, he stopped and cut a green pine pole from a trackside thicket. After he had driven the pole into the leaking tube, his train limped back to the mill and pulled into the shop track.

A crowd soon gathered, all eyes focused on the pine pole sticking out through the open firedoor. Just as people were climbing into the cab, the pole blew out, bringing with it both the bead off the tube and a stream of hot water. From where I stood in the shop door, the show was as good as a circus as the crowd erupted in undignified flight. They fled because of fear, not danger. As any experienced man will tell you, a guy can wash his hands in the blowoff from a live-steam boiler without scalding them.

MAYBE I rambled too much in my younger days, as I ramble now while I write, but if I hadn't done so I'd never have collected the memories, including the bawdy one of the Camp-Meeting Special, which keep me amused today. Back in 1913 I was a young sprout but considered myself smart when I started firing for Bill Smith on the Santa Rosa Logging Company's line.

The first Santa Rosa locomotive was too light to tool a train of empties uphill from the bay. So the owners sent a man to Georgia to buy a better engine. He found a bargain, No. 9, a big wood-burning ten-wheeler, and shipped her to Pensacola by the Louisville & Nashville, where he loaded onto a barge for delivery to Santa Rosa. Knowing where she was headed, into a desolate section of sandhill country which had little more than a blacksmith shop, her former owners must have laughed in their sleeves. But they had yet to reckon with Bill Smith.

We fired her up and backed off the barge on a temporary trestle, looked her over, and coupled into the train. Right there the fun began. The other engine was already riding the barge back to Pensacola. We were strictly on our own.

The ancient Nine-spot was powerful, but on our first trip her tank leaked so badly that it soaked both rails. Only by having two men sand the track with a shovel could we get her over the hill. The super, who had bought the engine in Georgia, groaned and moaned.

"I never imagined her tank would leak like that. What'll we do now? We can't afford to buy a new tank."

"Just hope the sand holds out," grunted the hogger. "Her tank must have been dry when you bought her. But I'll fix it Sunday—if we can get by till then."

And he did, in a manner fit to drive a qualified master mechanic nuts. After jacking up the tank, he laid a carpet of Red Rainbow rubber sheet packing on the floor, gave it a thick coating of pitch mixed lightly with sand, and let the tub back down. Then he added a touch of creek mud to seal the cracks. The job was as perfect as the one Joe Peters pulled off on another occasion when he poured half a bushel of fire clay over the crownbar-supported crownsheet of an old Seaboard Air Line engine at Arcadia, Florida. Sold to a sawmill company with no one but Peters being the wiser, the SAL hog never leaked again. At least, that's what he told me.

While Bill was wheeling the Nine-spot out of camp one day we heard a grinding crash underneath, and her left side went lame. Upon climbing down for a look, he found the eccentric blades bent like pretzels.

"What did that, do you think?" I asked.

"This," he said, and he passed me a broken pin from the forward end of one. "Get our wrenches and we'll take down her side."

Thereupon we backed down to the blacksmith shop, where the blades were straightened. By using an old pin we found in a seatbox, we put the engine together again, but the reverse lever wouldn't budge.

The superintendent exploded. "I shoulda known she was jinxed! That's why I got her so cheap."

"Could be," agreed the runner, "but we'll find out what's wrong, and after we do you'll have a good engine."

Down came the blades and the link rocked perfectly, but the valve rocker would not move.

"Might be theres a big chunk of scale in the valve," I suggested.

"Mebbe so," Smith said casually. "Let's sleep on it. We've no lights to see under the valve, not even a lantern."

Next morning at six o'clock we gathered around the crippled hog, with the engineman wearing a mischievous grin. "Built a fire in her," he told me, and turned to the super. "We'll be ready to go before noon."

"How do you know that?"

"I dreamed it," he said, and began opening the steam chest.

Well, dream or no dream, he was right. At some time or other a corner had been broken off one valve. As that happened long before the day of acetylene or electric welding, the broken piece was fitted in place and a steel bank was shrunk around the valve. The band had snapped and the slug got caught in the port. Throwing away the broken-off corner, the easy-going hogger ran a plug of hard No. 4 babbit into the port to keep her from blowing on that corner, and was ready to roll by the time I had steam.

SAWMILL wages were so low in those days that few laborers could afford to buy a horse. When they went on a picnic they walked—unless they could ride behind an off-duty locomotive. A logging engineer had to keep up his own engine and would spend many precious

Sundays washing and repairing her so as to be able to run her on week-days. Some mill owners appreciated this extra effort so much that they let trusted hoggers use their engines for picnics and other social events.

Every breakdown I saw my father repair is stamped indelibly on my memory. I recall especially what happened to the Camp-Meeting Special many years ago. Dad was employed then by George Patrick, who operated a large mill at Pineville, Georgia, 40 miles north of Valdosta, on the old Georgia Southern & Florida. That outfit logged with two of the most decrepit wood-burning eight-wheelers I ever saw. Sometimes I fired for Dad.

Sundays in Pineville were dull—there was practically nothing you could do—and when a big camp-meeting opened at Concord Church, several miles out on the logging road, the town's womenfolk pestered Dad to take them there. Well, we fired her up one Sunday morning, coupled onto a GS&F gondola, into which the women and two or three sheepish-looking men piled, and away we went.

The ladies were dressed in their Sunday best. Everything went smoothly until the engine suddenly went lame and stalled on Little River hill about halfway to the church. As the junk-pile had no brakes other than the standard equipment of Civil War days, namely, a hand-wheel on the tender, and as green slabs tend to slip off a rail, both Dad and I were reluctant to crawl under the engine to find out what was wrong.

Dropping his lever into the front corner to roll back downhill to level track, Dad saw that the engine ran perfectly in forward motion and guessed what had caused the trouble. An eccentric disc key had worked itself loose and fallen out. But when my father plugged her to a stop at the foot of the hill, the lame side let her roll until the gon, with its load of women, was stopped in the blazing sunshine while the engine herself halted under a live-oak tree and wouldn't back up. There we stayed for more than an hour.

Two or three passengers got off and wandered around. The others, impatient at the delay, endured the broiling sun as long as they could and at length climbed down to ask questions and make snide remarks.

We couldn't find the lost key. There was no way for Dad to get us moving again except by hammering a rail-spike to size and driving it home with the axe we used for splitting slabs too wide to enter the firedoor. But doing all this took so much time that it was too late to go on to the camp-meeting. You could see that the good ladies of Pineville were frustrated. They yearned for hell-fire preaching and the taste of red wine at communion, and I had a hankering for excitement myself.

The women got nasty. One of them accused Dad of having caused the breakdown on purpose. Others agreed, and the indignation mounted. By the time the sweating hogger had crawled out from under the rusty engine, the ladies were jabbering and shouting and waving their faded sun-umbrellas in a belligerent manner.

Dad calmly wiped his hands on a wad of greasy cotton waste and watched their heaving bosoms with idle curiosity. At length he had about all he could take.

"Shut up, dammit," he yelled, "the whole bunch of you! I'm doing the best I can. I've got a mind to cool the engine and let you all walk home."

His sudden burst of profanity shocked the pious church-goers but nobody wanted to walk the ties back to Pineville. Dad motioned to me. Climbing into the cab, I drowned out their voluble protests by blowing two long blasts on the single bell whistle. The passengers covered their ears as the shrill sound broke the Sabbath quiet in the green wooded area.

The whistle was still echoing through the river swamp when a piercing call of, "Oh, my gosh, wait for me!" erupted from a distant gallberry thicket and everybody turned to look in that direction. A female figure hove into view, fussily buttoning her blouse over a pair of well-rounded white breasts, and we recognized Marybelle, a pretty town girl of dubious repute. That, to me, was mighty funny. I snickered out loud but Dad quickly shut me up.

The churchwomen glared at Marybelle. With her blue skirt pulled high for fast running and her long blonde hair streaming in the breeze, the local Jezebel obviously had no intention of being left in the woods. But she wasn't alone. Following her at a more leisurely pace came Pineville's most eligible bachelor, the young owner of a hardware store, redfaced and sweating, in short sleeves and a straw hat, toting a gray-checkered suit coat.

This Rabelaisian scene was a choice tidbit for gossip. The good ladies promptly lost interest in my father and the engine. They chattered like magpies, smirking and gesturing, while Dad and I resumed our repair job.

Well, after a while we had the old eight-wheeler in running condition again. The unabashed Marybelle and her gentleman friend climbed into the gondola with the respectable women, who edged away from them with snorts of disapproval, and the misnamed Camp-Meeting Special got under way and puffed slowly back to Pineville. ●

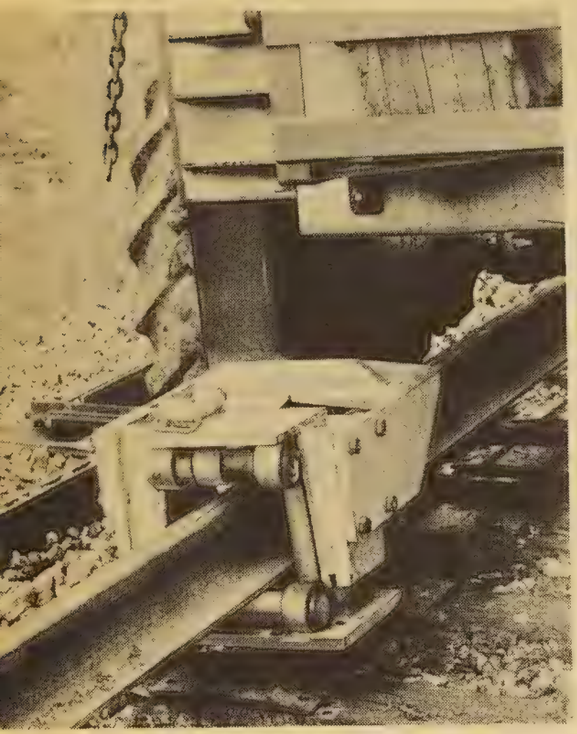
GULF, MOBILE & OHIO RAILROAD

Locomotive roster compiled by Sy Reich

Road Numbers	HP	Builder	Model	Wheel Arrang't	Tract. Effort	Weight	Date
10-24	1000	Alco-GE	S2	B-B	57,500	230,000	1944-5
50-59	1000	Alco-GE	RS-1	B-B	60,000	240,000	1945
100, 101-103, 101A-103A	2000	GM-EMD	E7A	A1A-A1A	52,000	315,000	1945-6
100A	2000	GM-EMD	E8A mod.	A1A-A1A	59,200	316,500	1937
270-272	2000	Alco	PA-1	A1A-A1A	?	?	1940-3
280-281	2000	BW	DR 6-4-20	A1A-A1A	?	?	1946-7
290-292	2000	Alco-GE	PA-2	A1A-A1A	59,000	316,200	1946-7
661-664	660	Alco-GE	S1	B-B	49,750	199,000	1940
700-754	1500	Alco-GE	FA-1	B-B	60,000	242,600	1946-7
B1-B37	1500	Alco-GE	FB-1	B-B	60,000	242,000	1946-9
800A, B-810A, B, 811A	1500	GM-EMD	F3A	B-B	57,500	230,000	1946-7
B60-B64	1500	GM-EMD	F3B	B-B	57,500	230,000	1947
811B, 812A, B, 813A	1500	GM-EMD	F7A	B-B	57,500	230,000	1949
B65-B74	1500	GM-EMD	F7B	B-B	57,500	230,000	1949
880A, B-882A, B, 883A-885A	1500	GM-EMD	F3A	B-B	57,500	230,000	1946-7
B80-B82	1500	GM-EMD	F3B	B-B	57,500	230,000	1947
1001-1012	1000	Alco-GE	S2	B-B	58,000	230,600	1941, 2, 6
1102-1117	1000	Alco-GE	RS-1	B-B	60,000	240,000	1944-7
1120-1127	1000	Alco-GE	RS-1	B-B	60,000	240,000	1948-9
1200	1800	GM-EMC	EB	B-B	?	?	1935
1501-1523	1500	Alco-GE	RS-2	B-B	60,900	243,960	1948-52
1900	1500	Ingalls	CA-6	B-B	?	?	1946

Based on data from GM&O's Asst. Vice President, Public Relations, roster is accurate as of May 21, 1962. Builders: Alco-GE, American Locomotive Co.-General Electric; GM-EMD, General Motors, Electro Motive Div.; GM-EMC, General Motors, Electro Motive Corp.; BW, Baldwin-Westinghouse; Alco, American Locomotive Co. The 100A was originally Baltimore & Ohio 52 (first), class DE-2, builder's model EA, built 6/37. This unit was inherited by the Alton, then GM&O, and rebuilt in 1953 to E8A mod., 2000 hp. The 1200 was originally B&O 50, class DE-1; was reclassed DP-1 and inherited by the Alton, then GM&O, and renumbered 100, then 1200. Retired 1/31/57; sold to Hyman Michaels, then to National Museum of Transport, St. Louis. ●

INFORMATION BOOTH



Test your knowledge! How many railroad "experts" can tell what this picture shows? (Answer is on page 34.)

ASK BARBARA: Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 E. 42nd Street, New York 17, N. Y. No replies will be sent by mail.

1 *Why did Federal control of U.S. railroads last nearly 14 months after the fighting in World War I ended?*

Control began Jan. 1, 1918. When the armistice was signed Nov. 11, 1918, the Federal Railroad Administration faced the major job of taking home the service personnel, besides disposing of surplus military supplies and equipment. In May, 1919, President Wilson asked Congress to restore the railroads to their owners by the end of that year, but Congress "played politics" and did not terminate Federal control until March 1, 1920.

2 *Did any early railroads have flanges on rails instead of on wheels?*

Yes, some mine roads with horsepower used flanged rails to keep their cars on the track.

3 *What did Lehigh & New England do with its steam locomotives?*

All were scrapped, even the two 2-8-0's it sold second-hand to the Rahway Valley, a New Jersey shortline. And now L&NE itself is suffering the same fate as its steamers. The abandoned line is being torn up. Too bad! We wish some railfan group could use a few miles of it as an operating museum.

4 *Where can I find a bibliography on shortline railroads?*

Lucius Beebe's *Mixed Train Daily* (E. P. Dutton, 1947) carries such a bibliography. So does Randall Mills' *Railroads Down the Valley* (Pacific Books, Palo Alto, Calif., 1950), relating to Oregon shortlines. We do not know of a more recent one.

5 *What does a yellow flag indicate?*

Placed anywhere in railroad property, it signifies unsafe working conditions, such as tools or equipment laying around where they should not be.

6 *Why do 10- to 18-car Santa Fe passenger trains need 4 or 5 diesel units? The Burlington's 4-8-4 No. 5632 rolled 16 cars in a fantrip I was on, and sure gave us a ride.*

Burlington fantrips run through pretty flat country while Santa Fe passenger trains climb heavy mountain grades in the Rockies and Sierra Nevadas. Besides, it takes more than one diesel unit to replace a big steamer. Santa Fe's huge 4-8-4's — and even Hudsons, in the level terrain east of La Junta, Colo.—used to handle such runs single-handed. In a pinch, the 4-8-4's could ascend all but the steepest grades without a helper. (Readers wishing to pursue the subject further are referred to the chapter on Santa Fe's class 3776 Northerns in S. Kip Farrington's book, *Railroads at War.)*

7 *Is there any record of a railroad train struck by lightning?*

None that we know of. Perhaps a reader can cite such a case.

8 *How did the word* featherbedding *originate?*

Nobody knows, really. One version is that many years ago a Rock Island freight conductor complained about caboose matresses being stuffed with corn shucks, and his trainmaster reported, "What do you want, featherbedding?" The term applies to soft jobs in all industries.

9 *Print the words of a song entitled "The Wreck of Old 97."*

We found these words in *Railroad Avenue: Great Stories and Legends of American Railroading,* a book by Freeman Hubbard which gives 10 pages to that Southern Ry. wreck of Sept. 27, 1903. The song, written by David G. George, is sung to the tune of "The Ship That Never Returned."

On a cold frosty morning in the month of September
When the clouds were hanging low,
Ninety-seven pulled out of the Washington station
Like an arrow shot from a bow.

Oh, they handed him his orders at Monroe, Virginia,
Sayin': "Steve, you're away behind time.
This is not Thirty-eight but it's old Ninety-seven;
You must get 'er in Spencer on time!"

Oh, he looked 'round his cab at his black greasy fireman,
Sayin': "Shovel in a little more coal,
An' when we cross that White Oak Mountain
You can watch old Ninety-seven roll!"

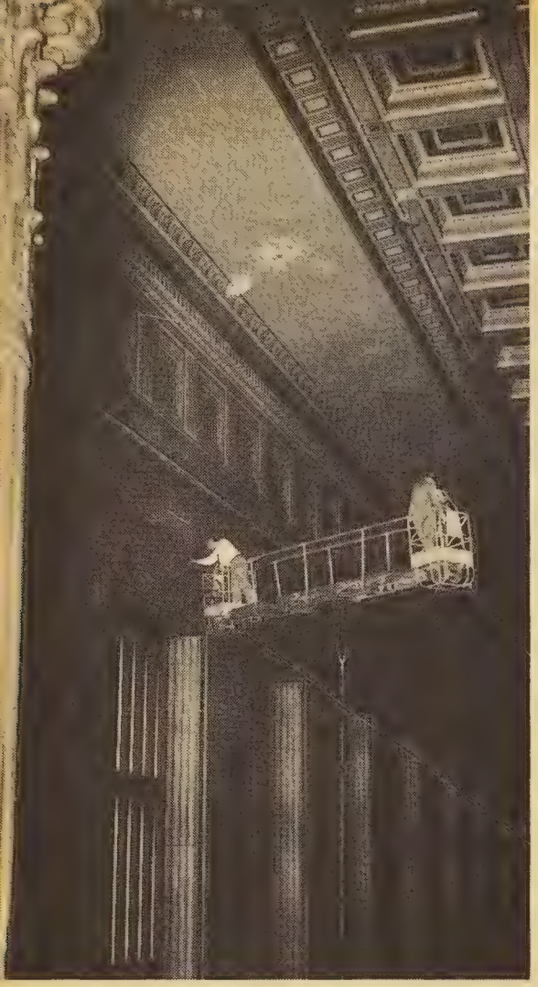
It's a mighty rough road from Lynchburg to Danville
And the line's on a three-mile grade.
It was on that grade that he lost his air brake
And you see what a jump he made.

He was goin' down hill at ninety miles an hour
When the whistle broke into a scream.
He was found in the wreck with his hand on the throttle
And a-scalded to death with the steam!

Now, ladies, you must take warnin',
From this time ever more,
Never speak harsh words to your true lovin' husbands;
They may leave you never to return!

10 *(a) Was the Atlantic-type (4-4-2) popular? (b) Are any on display?*

(a) Yes, indeed. Around the turn of the century numerous 4-4-2's were built. One of them, Pennsy 7002, set the world's alltime steam speed record, 127.1 mph, in 1905. At first the Atlantics handled mostly crack passenger runs but gradually lost favor because of their inability to climb stiff grades or make



PRR terminal at 40th Street, Philadelphia, gets a fresh coat of paint. Pic by L. R. Brittingham, 113 Spruce Lane, Paoli, Pa., a Pennsy claim agent and free-lance photographer. (*Mutual* mag.)

time with steel passenger equipment. By World War I, Pacifics had bumped most of them off the great name-trains. For years thereafter 4-4-2's wheeled light, fast, "varnish" runs and locals on such roads as the Pennsy, Reading, and Chicago & North Western. A few persisted well into the diesel era.

(b) You can see two 4-4-2's at the old Pennsy enginehouse in Northumberland, Pa. One is shown as E2 No. 7002. She is not the speed king, which was scrapped, but is a renumbered E7. This museum is closed but a request to the Public Relations department in Philadelphia will permit you to visit it. Other Atlantics on display are C&NW 1015 at the National Museum of Transport, St. Louis; the SP's 3025 at Travel Town, Los Angeles; a Michigan Central 4-4-2 at Greenfield Village, Dearborn, Mich., and a Jersey Central camelback, 592, at the B&O Museum, Baltimore, which is closed but you may get permission to go inside. Can readers add to this list?

11 *Do Chinese trains have women engineers?*

Some do. The same applies to trains in other Communist countries.

12 *When did the Long Island replace the round black-and-yellow number plates on its passenger locomotives with red-and-gold keystones?*

In the fall of 1942.

13 *History of H. K. Porter Co.?*

For 74 years this Pittsburgh, Pa., company was America's leading builder of light locomotives. Beginning as Smith & Porter in 1866, it combined with David Bell & Co. to form Porter, Bell & Co. In 1878 it became H. K. Porter & Co., later dropped the "&." Besides specializing in tank engines for mining, quarry, lumber, and other industries, it built other light types and shipped them all over the world. Many are still running here and abroad.

Nearly all of the 7800-odd engines Porter built were steam. The firm also dabbled in compressed-air and internal-combustion types and in 1915 produced the first known "fireless cooker." Unlike the "custom-design" policies of most builders, Porter turned out many stock engines and stressed standardized parts. In 1950 the company sold its entire locomotive business to Davenport-Bessler Corp. of Davenport, Iowa. Today it manufactures such items as rubber belting and hose, valves, springs, and oil-field equipment.

14 *(a) Did the Pennsy once run a silver-painted streamliner out of Newark, N.J.? (b) Where is the first GG-1 now operating?*

(a) Yes. In experiments with paint schemes which resulted in the present single wide-stripe design, one GG-1 was painted silver, another white. (b) In a system pool assigned to New York Region.

15 *How many narrow-gage engines has the Denver, Rio Grande & Western?*

Twenty-two, all Mikado coalburners.

16 *Do you have the words of an old poem called "No Train Today"?*

Yes, but we don't know who wrote it.

How fleet the years and full, since from this place
I stood and marveled while a section gang
Laid rail to shining rail with song and shout,
And steel across the startled meadow sprang.
From that day forth I idolized afar,
And though the road's affairs were none of mine,
As boy and man I thrilled to see it grow
From just a siding to a thriving line.

And when in time the tide of fortune turned,
And failure hovered darkly at its door
It was though a lifelong friend had passed,
When word went 'round the old gage was no more.
Now dimming rails reach wanly through the night,
A brooding silence haunts the right-of-way,
And here and there along its weed-grown length,
The rotting ties sag wretchedly astray.

An owl flaps grumbling from a water tank,
The marshland pipes a melancholy tune,
And down the tracks a wind-stirred semaphore
Levels a palsied finger at the moon.

Pacific Coast Terminal's 4012, Alco 0-6-0, at New Westminster, B.C., Canada.
John Hoffmeister, 1715 Richmond Ave., Victoria, B.C., Canada

The first dome car in European railroading is a new feature of the *Rheingold Express*, pride of German Federal Railroad.

17 *Did any road beside Southern Pacific have a cab-ahead locomotive?*

Yes, the North Pacific Coast, whose No. 21, built in the company's Sausalito shops, was the first cab-in-fronter and, strictly speaking, the only one. Her cab was located over the cylinders and front truck instead of being a regulation locomotive running backward with the cab leading and the tender behind as were those SP articulateds.

We call those SP types cab-in-fronters because the cab actually was in front, but the cylinders were back of the cab. The first 2 or 3 of them were built as regulation types, but because smoke and heat blew back on the engine crew in tunnels and many snowsheds of the Sierras, the company turned them hindside forward, put the tender behind the front end, changed the throttle and reverse gear over to the opposite side of the cab, and called them cab-aheads.

NPC crews dubbed No. 21 "the freak," but the company named her *Thomas Stetson* after the president and master mechanic. She lasted about four years. These facts came from Roy D. Graves, 1201 Moraga St., San Francisco.

18 *What did it cost to stop a passenger train about 70 years ago?*

Ten cents for the locomotive plus 4 cents per car, according to an estimate that the New York & Long Branch RR. published in 1893 in the Red Bank, N.J., *Register*. "It often happens," said the notice, "that a passenger does not make any move to leave the train until the order is given to go ahead, and the train must be brought to a stop again to let the passenger off. This little incident cost the company 16 or 20 cents, sometimes as much as the tardy passenger paid."

19 *How many American women are employed today on American railroads?*

About 70,000, mostly in offices. The number is dwindling. In 1945 there were 247,000. Average age of railroad women today, 44, is two years less than that of men. Both sexes get the same retirement and unemployment-insurance benefits. Women also get maternity-insurance benefits and those with 30 years seniority can retire on full annuities at age 60.

A recent retiree, Mrs. Anna Belle Albrecht, was a Frisco Road train dispatcher during World War I. Her last job was second-trick operator on the Western Pacific at Wendover, Utah. Harry Boyd of San Francisco says she retired last September 3rd at age 67 and now lives with a 92-year-old uncle at 1447 N. Hayes Street, Pocatello, Idaho. Our Jan. '55 issue carried her life story.

In all U.S. history we know of only 3 other female train dispatchers: Mrs. Storrs, SP; Miss Lois Harris, IC, and Mrs. Phyllis Pangborn, NYC. What was Mrs. Storrs' first name? In early 1900's she worked as second-trick dispatcher at Tucson, Ariz., seated across the table from her husband. Who can supply further details?

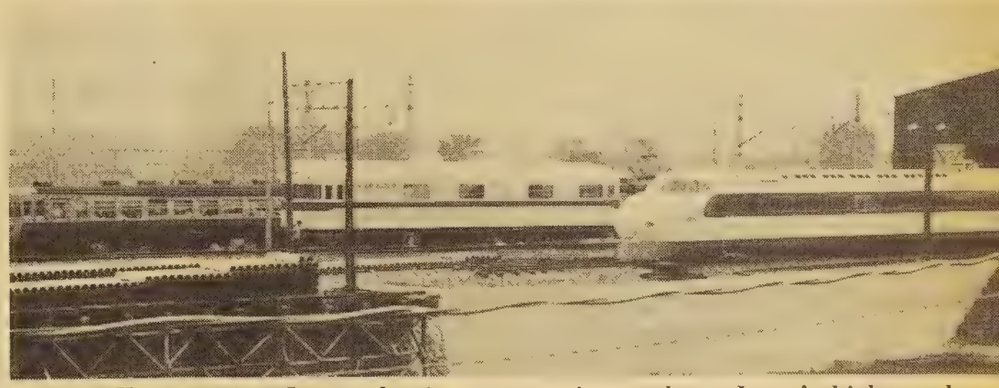
Running Extra

"I seek info. on railroad timetables that were printed but superceded before going into effect," writes Avery F. von Blon, Box 6422, Waco, Texas.

Will someone tell David Swaney, 220 Olin Ave., Girard, Pa., the author's name or any other info. about an old 64-line poem entitled "Our Railroads"? It begins thus:

He stood in the station; she sat by his side.
She is a fair, young, blushing bride.
On their honeymoon they're starting now;
It always follows the marriage vow.
He looks at the flaring railroad maps,
At the train of cars and his baggage traps,
And whispers, "Petty, how shall we go—
By the Kankakee or Kokomo?"

"Is Frank Nelson Currie, now in his 97th year, Canada's oldest railway pensioner?" asks George Brown, 379 Maple Row, Lancaster, N.B., Canada. "Born May 9, 1865, Frank began working as a waterboy on the New Brunswick Ry. (now part of Canadian Pacific) before



Scene at Kamonomiya, Japan, showing construction work on Japan's high-speed, 51"-gage Tokaido trunk line: a semi-express at left, a rail test car in the center, and *Pioneer* standard-gage train at right. Line will be 344 miles long.
Akihiro Nakamura, 2-569 Kamiochiai, Shinjuku-ku, Tokyo, Japan

President William McKinley was murdered at Buffalo, N.Y., in 1901. One Pennsy train (shown at Port Allegany, Pa.) took his body to Washington, D.C., where he spent his last night at the White House lying in state in the flower-banked East Room. Another train bore it to his old home at Canton, Ohio, for burial.
Buffalo & Erie County Historical Society, Buffalo, N.Y.

he was 15. He transferred to Bridge & Building service and was B&B master when he retired in 1930. His health is fairly good. A widower (with a daughter in Toronto), he lives alone, has a housekeeper to help him, and likes to discuss railway history and current events."

Who can give Jerry Foust, Scott, O., a history of N.Y. Central loco 7030?

"Bet-a-Million" Gates was John W., not Charles G., according to Arthur Frakes, Port Arthur, Texas. In 1900 Gates gained control of the Kansas City, Pittsburg & Gulf and renamed it the Kansas City Southern.

"You said you did not know of any steam locomotive in the Cincinnati area," writes Melvin L. Aston, Jr. "I am rebuilding a narrow-gage 2-4-0 which Porter built for Fairmont & Baltimore Coal & Coke Co., Clarksburg, W. Va. She may be seen at Aston Welding Company, 680 North Road, Cincinnati 24, Ohio."

Simon Herring asked (June '62) about an Indian mail-train wreck in 1936. The answer comes from Harry Weiss, Midwest Philatelic Laboratory, 808 Fayette Ave., Springfield Ave.: "On Nov. 12, 1936, Indian Rys. train No. 5 was wrecked near the Burma border. The cars were destroyed, only a few mail pouches being rescued from one of them. All other pouches were burned. Due to heat-twisted rails, the track was out of use for several days."

One version of *The Simple Engineer*, requested by Clarence Burr (Aug. '62), is supplied by Bruce Boynton as follows:

When I was young and in my prime
I was an "en" on the big Soo Line.
Now that I'm old and shot to hell
I'm nothing but a "smoke" on the M and St. L.,
Seven cars of merchandise, ten cars of beer,
A worn-out engine and a simple engineer.

Boynton retired Jan. 1, 1961, as passenger conductor on the Duluth, Winnipeg & Pacific after railroading 51 years, and lives at 660 4th Ave., Naples-on-Gulf, Fla.

"I'm helping an Alaskan railfan to gather photos of Cascade Lumber and Rayonier railroads in this state," writes Walt Thayer, Box 1634, Wenatchee, Wash., "and seek aid from readers."

Wanted by Bill Moore, 2996 Roosevelt Rd., Muskegon, Mich.: histories of Michigan's old Copper Range and Mineral Range railroads.

Comments on Item 12 in our October issue from H. V. Bedwell, Jr. (no relation to the late Harry Bedwell, railroad fiction writer), 45 Madison Ave., Mt. Holly, N.J.: "The Pennsy, not P-RSL, operates what is left of the once-busy Toms River line in New Jersey. Most of the line's now-vanished passenger service was handled by 4-4-2's (E6s) and ten-wheelers (G5s), later by gas-electric doodlebugs — not many K4's. Originating in Camden, the route branched off the Pemberton line at Birmingham. Today a Baldwin 1200-hp road-switcher usually wheels its freight service 3 days a week, if that often, out of Camden." (Information we printed on that subject came from the Pennsy's Public Relations Department.)

"When I lived at Long Branch from 1934 to '37," writes James O'Malley, 505 Jensen Ave., Rahway, N.J., "all trains crossing Barnegat Bay trestle terminated at Long Branch. K4s Pacifics were too heavy for the drawbridge and too long for the Long Branch turntable. K4s were used between South Amboy and Bay Head, and turned on a wye or loop."

Photo on page 31 shows a rear rail guide, fitted on chassis of Austin-Western 7-ton crane to assist in laying continuous welded rail on Seaboard Air Line track at Norfolk, Va. By this method, after preliminaries are done, a quarter-mile of rail can be laid in less than 20 minutes.

Who can give facts about the abandoned narrow-gage W. Va. Midland to Levi Morton, 7605 Morningside Dr., N.W., Washington 12, D.C.?

Apropos of an item in our December issue, Richard Fullerton, 54 S. Delmar Ave., Dayton 3, Ohio, sent us a Peter Arno cartoon from *The New Yorker* which shows a passenger holding up a goblet to a couple of bewildered trainmen and saying: "This is a hell of a way to run a railroad! You call that a dry martini?"

Dick needs info. on the old Dayton & South Eastern for a scale model layout he's building.

If you know anything about the Boyne City, Gaylord & Alpena, a Michigan logging road, now abandoned, write to Harold Harvey, 409 4th St. N., Fargo, N.D.

Locomotive roster of the old Chautauqua Lake RR. (later Jamestown & Lake Erie) in N.Y. State is sought by Wm. Gordon, 811 Garson Ave., Rochester 6, N.Y. Histories of all electric and steam lines that served Chautauqua are wanted by Richard Israelson, 16 Norwood Ave., Jamestown, N.Y., who also seeks info. on the New York Central branch between Dunkirk, N.Y., and Titusville, Pa.

Jean Cooper asks, "How can 1300 persons be killed and 3500 injured a year in train-vehicle collisions that often occur in broad daylight with crossing signals flashing and the gates down?"

These comments on Item 13, August issue, come from Warren B. Crater, CNJ engineer, 270 W. Colfax Ave., Roselle Park, N.J.: "Seven of the Jersey Central's present club cars used to be *Blue Comet* equipment. The *Plainfield*, third club car of that name, is not one of them.

"First *Plainfield* was built by Harlem & Hollingsworth in 1894 with wooden open platform, was numbered successively 601, 901, and 91, and destroyed in 1945. The steel-vestibuled second *Plainfield* was built by Bethlehem Steel in 1925, was air-conditioned in 1935, and has been running as a coach since

1943. Third *Plainfield* was built by Bethlehem Steel in 1927 as a standard coach; two washrooms installed in 1930, air-conditioned in 1925, converted to club car in 1944 and running as such ever since.

"Rumor persists that all current CNJ club cars were formerly on the *Blue Comet*. There were only 8 *Comet* coaches. Of the 17 club cars, 16 were coaches, the other being the *Monmouth*, an ex-*Comet* observation car. The present coaches 1298 and 1299, formerly club cars *Plainfield* and *Evona*, are longer than standard coaches by two window and seat spaces."

In 1957 Engr. Crater compiled and published in book form an alltime CNJ locomotive roster, which is still up-to-date except for the scrapping of diesels 2000-'5 and some number changes in the 1526-'32 series. ●

DULUTH, MISSABE & IRON RANGE

Locomotive roster compiled by Sy Reich

RR. Class	Road Nos.	HP	Builder	Model	Wheel Arrang't	Tract. Effort	Weight	Date
DS-1	10-23	1200	GM-EMD	SW9	B-B	62,000	246,000	1953
RS-1	101-110	1750	GM-EMD	SD9	C-C	96,750	387,000	1956
RS-2	111-130	1750	GM-EMD	SD9	C-C	96,750	387,000	1957
RS-3	131-158	1750	GM-EMD	SD9	C-C	96,750	387,000	1958
RS-4	159-174	1750	GM-EMD	SD9	C-C	96,750	387,000	1959
RS-5	50-55	2400	Alco-Pr.	RSD-15	C-C	96,530	386,100	1959
RS-6	175-193	1800	GM-EMD	SD18	C-C	96,750	387,000	1960

Based on data from DM&IR Chief Mechanical Officer, CSL Secretary-Treasurer, GM-EMD Director of Public Relations, Carbon County Ry., and URR Mechanical Supt., roster is accurate as of July 23, 1962. Locomotive builders: GM-EMD, General Motors, Electro-Motive Div.; Alco Pr., Alco Products.

Units 11 and 14 were sold to GM-EMD in May, 1958, and then resold to Carbon County Ry. and renumbered 1201-1202. Units 12, 17, 18, 20, 21, and 22 were sold to GM-EMD in Jan., 1960, and then resold to Union RR. and renumbered 563, 564, 565, 566, 567, and 568 respectively. Units 24 and 25 were sold to Chicago Short Line Ry. in May, 1962, and not renumbered. ●

Pennsy Electrification

by SY REICH

WHICH American railroad has the most route-miles electrified? We thought the Milwaukee Road had, and said so, basing our statement on data from reliable sources. W. M. Dawson of Milwaukee, Wis., challenges this assertion. We checked and found we were wrong—by a margin of 19.5 miles.

A railroad route-mile, as we see it, is any number of tracks extending between stations or interlocking towers as shown in employees' timetables. It does not include electrified yards, connecting tracks, interchange tracks, spurs, or short electrification extensions past interlockings which enable a certain train to pull in or make switching moves. Based on this operating definition, we present the following route-mileages of two big roads, the Pennsylvania and the Milwaukee, each including the other parts of its electrified system:

PENNSYLVANIA RAILROAD

New York Region

Main line, Harold to Region Post (Philadelphia Region)	80.7
Jersey City br., Jer. City to Hudson	6.2
Passaic & Harsimus br., Waldo to WA-3	8.1
Greenville br., Bay to Lane	5.4
Per. Amboy & Woodbridge br., Union to WC	5.8
Princeton br., Nassau to Princeton	2.8
Trenton br., Morris to Region Post (Philadelphia Region)	5.0
Amboy br., South Amboy Jct. to JG	13.5
Jamesburg br., JG to Midway	5.7
Harold-Q-F-R secondary tracks	2.7
Total, New York Region	135.9

Philadelphia Region

Main line, Region Post (New York Region) to Harris	114.5
Main line, Arsenal to Region Post (Chesapeake Region)	4.2
Suburban line, Zoo to Suburban Station	2.4
Suburban line, Suburban Sta. to Arsenal	2.1
River line, Zoo to Arsenal	2.6
DRRR&B Co. br., Shore to Jersey	11.0
Chestnut Hill br., North Philadelphia to Chestnut Hill	6.6
West Philadelphia El. br., Zoo to Brill	4.6
Gray's Ferry br., Zoo to Arsenal	2.4
West Chester br., Arsenal to W. Chester	27.4
Schuylkill br., Valley to Haas Ave.	14.1
Delaware extension, Arsenal to Pay	5.7
Trenton br., Region Post (New York Region) to Glen	41.0
Phila. & Thorndale br., Dale to Thorn	10.4
Atglen & Susquehanna br., Park to Wago Junction	50.6
Columbia & Port Deposit br., Region Post to Port	1.5
Columbia br., Cork to Cola	12.0
Columbia br., Shocks to State	21.6
York Haven line, Wago Jct. to Day	19.1
Cumberland Val. br., Harrisburg to Lemoyne	1.5
Total, Philadelphia Region	355.3

Chesapeake Region

Main line, Region Post (Philadelphia Region to Region Post, W.T.	126.9
Main line, Landover to Reg. Post (RF&P)	9.9
Columbia & Port Deposit br., Perryville to Region Post	38.2
Total, Chesapeake Region	175.0
Total, Pennsylvania Railroad	666.2

Pennsylvania RR. System

Central RR. of N. J., WC to Perth Amboy	1.1
New York & Long Branch RR. Perth Amboy to South Amboy	2.0
Pennsylvania-Reading Seashore Lines, Jersey to Pavonia	2.4
Richmond, Fredericksburg & Potomac, Region Post (Ches. Region) to South End	0.2
Washington Terminal Co., Region Post (Chesapeake Region) to Washington	1.9
Total, Pennsylvania Railroad System	7.6
Total, Pennsy RR. and PRR System	673.8

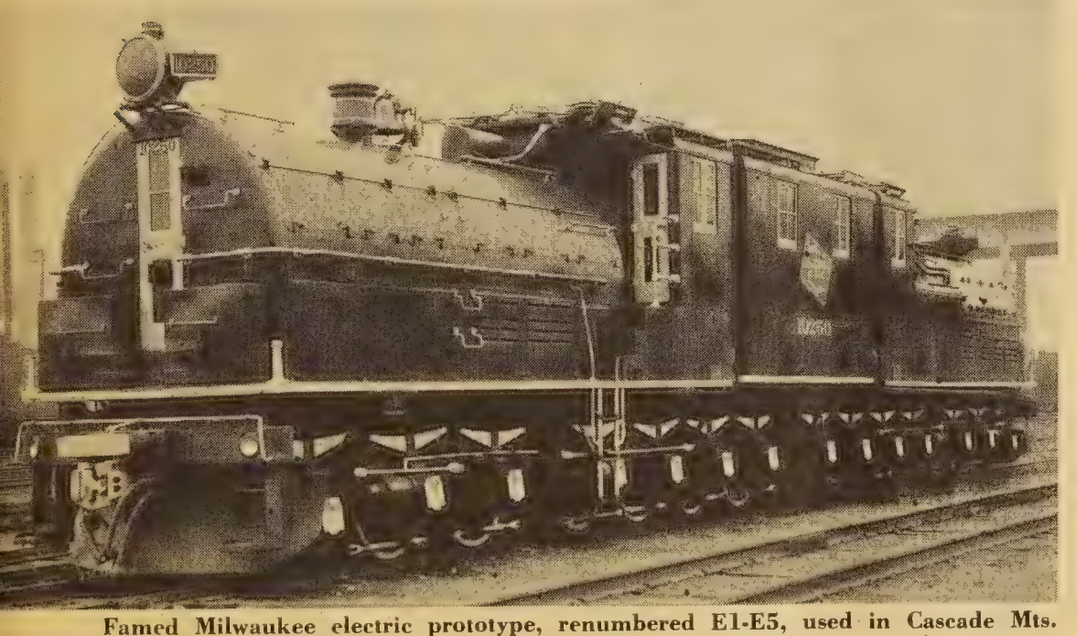
MILWAUKEE ROAD

Rocky Mountain Division

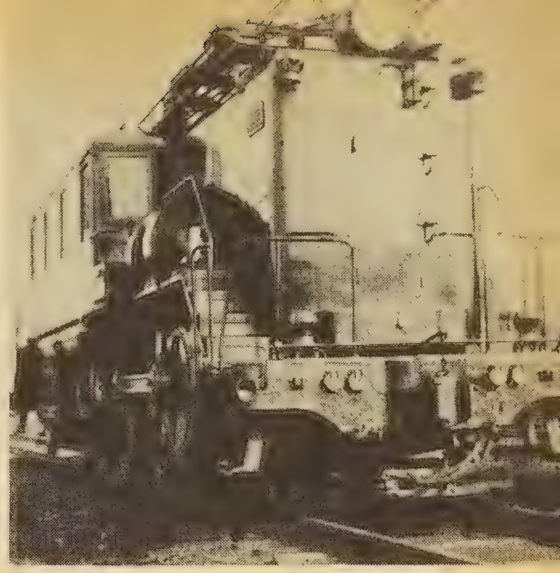
3rd Subdiv., Harlowton to Three Forks	113.9
4th Subdiv., Three Forks to Deer Lodge	112.1
5th Subdivision, Deer Lodge to Alberton	110.8
6th Subdivision, Alberton to Avery	100.3
Total, Rocky Mountain Division	437.1

Coast Division

4th Subdiv., Othello to Cle Elum	98.9
5th Subdiv., Cle Elum to Maple Valley	67.8
6th Subdiv., Black Riv. to Tide Flats Yd.	28.2
Total, Coast Division	194.9
Total, Milwaukee Railroad	632.0
Pacific Coast Railroad, Seattle to Maple Valley	22.3
Total, Milwaukee Road System	654.3



Famed Milwaukee electric prototype, renumbered E1-E5, used in Cascade Mts.



No. 3930, Class L-5, originally AC, was built for a projected electrification over the Alleghenies which never came about but later was converted to DC and finally scrapped.

BOOKS of the RAILS

by Frank P. Donovan, Jr.

GREAT TRAINS OF ALL TIME, by Freeman Hubbard, 156 pages, 8½x11", profusely illustrated with paintings in color by Herb Mott, some black and white, Grosset & Dunlap, Inc., 1107 Broadway, New York 10, N.Y., $4.95.

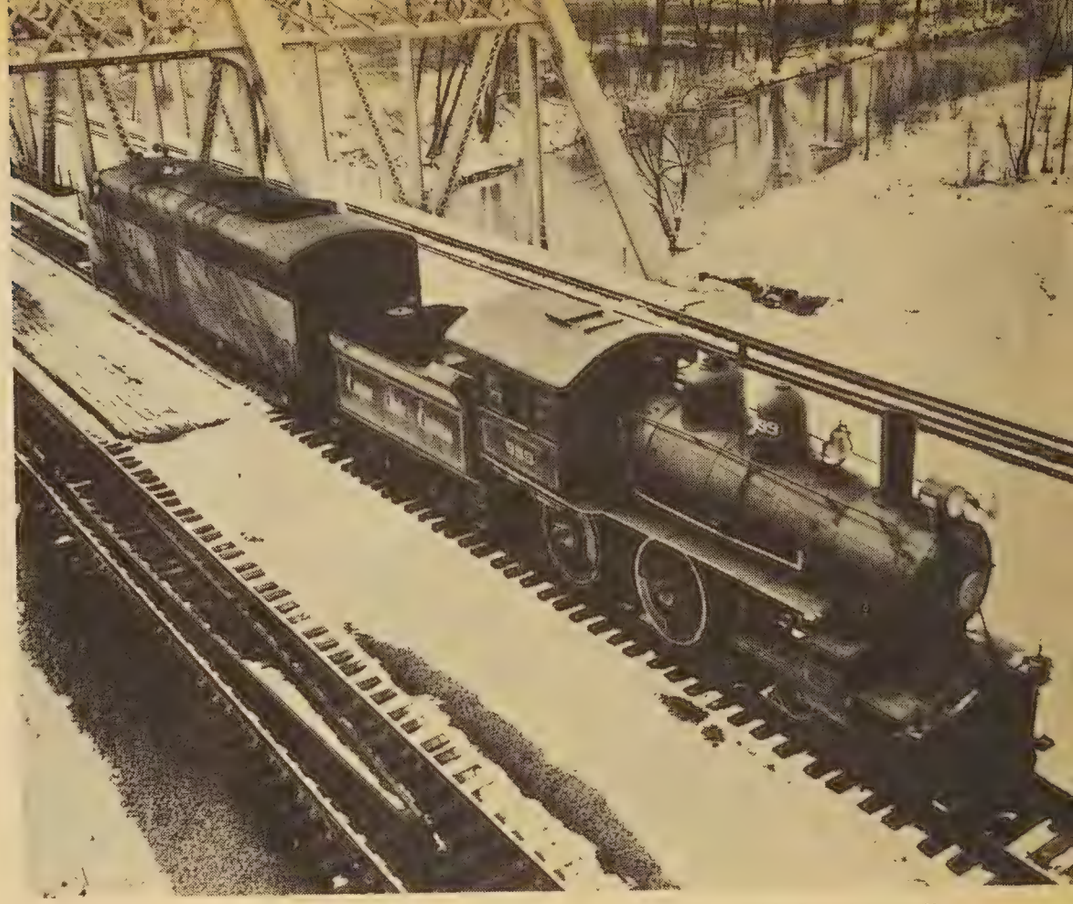
The Pennsy sets the pace for this new book. Some early history leads us to a chapter entitled "The Peak of Steam." We ride the *Pennsylvania Special* as it makes up time on its inaugural trip after a hotbox delay. We watch the 80" drivers roll, feel the thundering Atlantic sway, see the mileposts flit by. Three miles in 85 seconds, 127.1 miles an hour!

Deeply stirring are Hubbard's words and Mott's picture of the onrushing *Special*. Granted, I am prejudiced, having been brought up on the Keystone Road. Here the Pennsy's great days come back; even the red and gold station sign at Elida, Ohio, has nostalgic charm. From this record-breaking train, as the author points out, the splendorous *Broadway Limited* evolved. Today, the all-Pullman *Broadway* continues to run, being one of three trains of its kind in the nation. Like an aging dowager with head still high, it is proud Pennsylvania tradition on what was once a blue-chip railroad.

Times change and so do writers. Back in the steam age, Grosset & Dunlap published a book called *Famous American Trains and Their Stories*. Now, almost 30 years later, comes Hubbard's volume, issued by the same house on the same general theme, with half a dozen or more overseas trains thrown in for good measure. Paradoxically, although the railroads in a bygone era had more personality and "color" than they have today, the earlier book was formal, stereotyped, and illustrated mostly with company publicity shots. The new book, published at a time when railroading itself has lost much of its glamor, offers a stepped-up tempo, a wide choice of subject matter, and dramatic watercolor paintings.

The illustrator, Herb Mott, is known to those of us who have been reading *Railroad Magazine* for many years as a prolific and gifted contributor of cover paintings (including the one on the current issue) and innumerable black and white sketches.

Great Trains has a lot of the adventurous past, some of the present, and a brief glance into the future. It is freighted with tradition. Assuredly, the New York Central's *Empire State Express* and its *20th Century Limited* are not what they used to be. But they have a wonderful heritage. The Central's G.P.A., the Barnum-like George H. Daniels, made the *999* the most talked-of locomotive in America. Even today one still associates the *Empire State* with the *999*. Both were featured on a commemorative postage stamp issued in 1901. Hubbard might also have added that, night after night, the *999* stole the show at Chicago's Railroad Fair. Her headlight a-gleam and cinders belching from the stack brought romance of the 1890's to space-world audiences of the 1950's.



Charles Hogan, who hit 112.5 mph with the 999 on May 10, 1893, breaking all existing speed records, would have writhed if he had lived to see a diesel locomotive tow this 4-4-0 to her final home, Chicago Museum of Science & Industry.
New York Central Railroad

Our author figuratively walks the red carpet to the *Century;* recesses five minutes in a small Mississippi court, as was the custom, so everyone in the courtroom could see the IC's beautiful brown and gold *Panama Limited* streak by; and reflects on the murder and mayhem committed on the storied *Orient Express*. There's a strong chapter on the *Mistral,* France's Paris-to-Nice speed-king, reputedly the world's fastest train. The "longest continuous train ride in all history," that of the 6,212-mile *Trans-Siberian Express,* also is given a chapter.

On the domestic scene the Santa Fe *Super Chief,* the Burlington *Zephyrs,* and the CPR *Canadian,* along with the CNR *Super Continental,* come in for consideration. Too, there's a chapter on "Ladies of the Rail," highlighting the trains named for Pocahontas, Ann Rutledge, Kate Shelley, and Nellie Bly, as well as a strangely interesting chapter on excursions.

Readers of *Railroad Magazine* will recognize in this book adaptations of recently-published articles on the *Mistral,* the *Orient Express,* and "Seven Cars Painted Black." If anyone finds the last-named too lugubrious, he has but to turn to the next chapter, on the jolly circus days when The Greatest Show on Earth boasted an entourage of 100 cars.

Probably no two reviewers would agree on the trains to be included in such a book. I'll go along with the author's choice of the old pay-car as "The World's Best Loved Train," a chapter with an O. Henry ending, but isn't his piece on logging roads too far afield? He represents the Southwest with the *Sunset Limited* but ignores the fast, sleek domeliners of the Northwest. Couldn't we have had something on the *Pioneer Limited,* for example, the *North Coast Limited,* or the *Empire Builder,* to give better balance? And the section on "Two Great African Trains" piques our curiosity concerning the *Blue Train* yet says too little about it.

The book is dedicated, appropriately, to Rogers E. M. Whitaker, who has traveled more than 1,563,000 miles by rail for the sheer fun of it. No other railfan, living or dead, has matched this record. (He was No. 9 in *Railroad Magazine's* "Interesting Railfans" series.)

A splendorous name in train history.
George Moffitt collection, N.Y. City

A WORK OF GIANTS: Building the First Transcontinental Railroad, by Wesley S. Griswold, 367 pages, 6x9", illustrated, indexed, bibliography, McGraw-Hill Book Co., Inc., 330 W. 42nd St., New York City, $6.95.

THE GREAT IRON TRAIL: The Story of the First Transcontinental Railroad, by Robert West Howard, 376 pages, 5½x8½", illustrated, indexed, bibliography, chronology, G. P. Putnam's Sons, 200 Madison Ave., New York City, $6.50.

Two rival publishers are unhappy over the timing of two good books on the same subject. *A Work of Giants* came out Sept. 7 and *The Great Iron Trail* ten days later. Both authors, Griswold and Howard, are trained researchers and competent writers but neither specializes in rail lore. They embroider an old familiar story with additional details and a dramatic handling, giving it a certain freshness of approach.

Every railroad library should have a book recounting the events which culminated at Promontory Point in 1869. Although we recommend these two as informative, accurate, and entertaining, we prefer *A Work of Giants* because of the way its documentation is woven into the narrative. On the other hand, *The Great Iron Trail* has a distinctive last chapter, which we like very much, summarizing the aftermath of Golden Spike day.

For illustrations, both authors lean heavily on the standard photos and old prints that, to many of us, are longtime favorites. Don't look for pictorial surprises in either book. Lucius Beebe combed this field thoroughly years ago. The page-and-a-half frontispiece in *A Work of Giants,* showing Central Pacific's *Jupiter* meeting Union Pacific's 119, is perhaps the most frequently reproduced picture in all railroad history. We cannot understand why McGraw-Hill plays it up so big, 8½" wide, like a new discovery. *The Great Iron Trail* has the identical photo 5½" wide, while another new book, *Southern Pacific Steam Locomotives* (reviewed below), uses it 4½" wide.

SOUTHERN PACIFIC STEAM LOCOMOTIVES: A Pictorial Anthology of Western Railroading, large size, compiled by Donald Duke, 88 pages, 115 illustrations, *Pacific Railway Journal*, Box 91, San Marino 9, Calif., $4.95.

This book tells quite a bit of SP history, with emphasis on steam power, including technical data. An outstanding camera man himself, the author has a feeling for quality pictures. His illustrations comprise broadside stills, many scenic action shots, and a few non-engine scenes, altogether a pleasing variety and reproduced in a manner that comes close to perfection.

INTERMOUNTAIN RAILROADS: Standard and Narrow Gauge, by Meredith D. Beal, 252 pages, 5½x8¼", illustrated, bibliography, The Caxton Printers, Ltd., Caldwell, Idaho, $5.

Utah's railroad history is fascinating but not merely because of Promontory Point. Many small steam lines served that state. Dr. Beal deals with the railroads of Utah, Idaho, and Montana. He writes about Brigham Young, Jay Gould, divorces at $2.50 each, Abraham Lincoln's funeral car in its old age, the Utah Northern, Oregon Short Line, Idaho Central, and other items.

PIKES PEAK BY RAIL, by Frank R. Hollenback and Wm. Russell, Jr., 91 pages, 5½x8½", illustrated, published by Alan Swallow, 2679 S. York St., Denver 10, Colo.; paperbound $2, clothbound $5.

Naomi Hubbard, wife of *Railroad's* editor, was born in Colorado at the foot of Pikes Peak. Her earliest playground was the Garden of the Gods, pictured in this book's frontispiece. Naomi enjoyed reading the book and poring over its fine collection of nearly 100 old photos and maps. She thinks the fans will like it, too, especially since it also covers Mt. Washington Cog Ry. in New Hampshire, which P.T. Barnum called "the second greatest show on earth," and includes loco rosters of both of the mountain railroads.

WESTERN RAIL TRAIL, by Norman McKillop, 190 pages, 6½x9", illustrated with numerous photos, indexed, Thomas Nelson & Sons, 18 E. 41st St., New York City, $5.95.

Just how different are North American and British railway operations? McKillop, a retired British locomotive driver, answers that question with *Western Rail Trail,* which he wrote after riding trains in Canada and U.S. His impressions of that tour are worth reading; illustrations are only fair.

SOME INFORMATION, OBSERVATIONS AND CONCLUSIONS, Concerning the Handling of London's Half-Million Daily Commuters by Railroad, in 1961, by Thomas T. Taber, 58 Pages, 8 by 11", illustrated with photos, maps, and cartoons.

The author is chairman of the Board of Public Transportation of Morris County, N.J.—the first board of its kind in the United States—which had the book printed and distributed to officials as a public service. He is a past mayor of Madison, N.J.; one of the founders of the Railroadians of America, Inc., and an occasional contributor to *Railroad Magazine* for many years.

While wrestling with suburban rail service problems in his state, Taber was guided by his broad knowledge of American railroading. In the fall of 1961 he interrupted an overseas vacation to study how British Railways handle their huge commuter traffic. This Report tells what he found.

His conclusions stress the need for one overall agency to head-up and coordinate the various forms of suburban public transportation facilities and services. "New York and Northern New Jersey," he writes, "can benefit from what London has done, is now doing, and is planning to do for the future, to improve, in the public interest, the suburban railroad and commuter passenger service." What this is he shows clearly in facts, figures, and pictures, backed by the opinion of British Railways executives that modern, electric, suburban, passenger trains can—and do prove profitable. Since the British can do these things, why can't Americans?

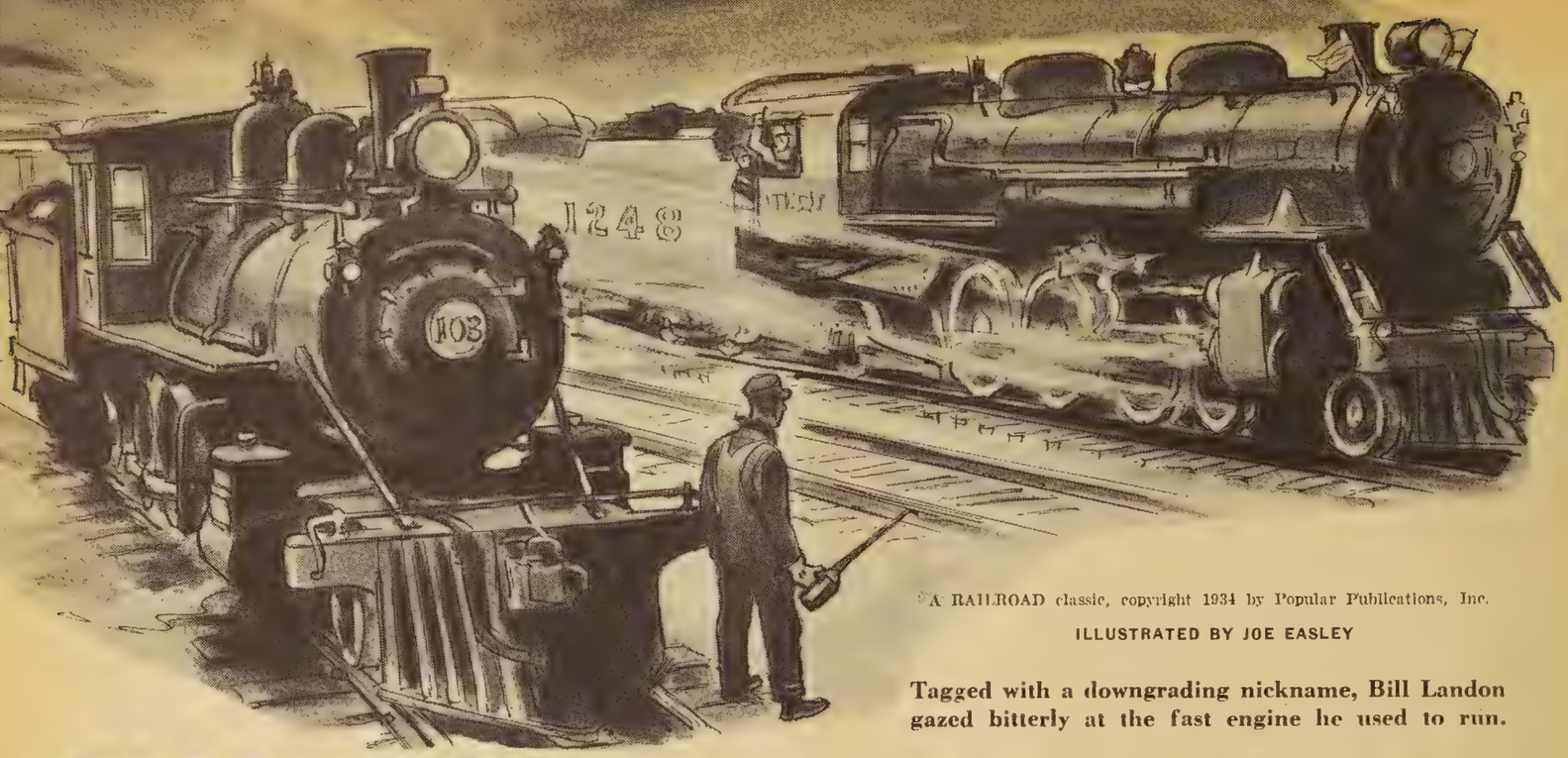
As long as the supply lasts, any lawmaker or railroad or public official may obtain a copy of the Report by requesting one from the Board of Public Transportation, Morris County, Court House, Morristown, N.J. Another limited supply, not printed at public expense, was produced for the Railroadians of America, Inc., and, while they last, may be bought by anybody at $2 per copy from Halsey L. Tilton, treasurer, 761 W. Inman Ave., Rahway, N.J.

WHAT EVERYONE SHOULD KNOW ABOUT CONGRESS AND HOW LAWS ARE MADE, a scriptographic presentation, 20 pages, 8½x11", illustrated with drawings, Railway Progress Institute, 38 S. Dearborn St., Chicago 3, Ill., 25¢.

A booklet giving special attention to Congressional committee hearings. Prepared for Americans who want to write their Senators or Representatives concerning bills that affect the railroads.

R.R. INFORMATION, 94 pages, Association of Southeastern Railroads, 1710 H St., N.W., Washington 6, D.C. . . . R.R. FACTS, 96 pages, Association of Western Railways, Public Relations Office, 105 W. Adams St., Suite 1600, Chicago 3, Ill. . . . YEARBOOK OF R.R. INFORMATION, 102 pages, Eastern Railroad Presidents Conference, 1 Exchange Place, Jersey City 2, N.Y.

Each is a 1962 edition, paperbound, 4x6": tabulations, photos, charts, index. Part of the same material is included in all 3 books. A copy of each may be had free by writing to the proper address, so long as the limited supply lasts.



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ILLUSTRATED BY JOE EASLEY

Tagged with a downgrading nickname, Bill Landon gazed bitterly at the fast engine he used to run.

FLAT-WHEEL

Fiction Story by Don Waters

BILL LANDON leaned out the open cab window, gazing back over his train that stood beside the passenger depot. He heard the conductor's "All aboard!" A whistle squealed twice in the engine cab.

Bill notched the throttle lever toward him. The drivers slipped a time or two, caught hold, and the Pacific locomotive pulled out from the train shed. He opened up on steam. His heavy train slowly gained momentum as it clattered through the yards, led on by the swinging lanterns of yard switchmen and the splashes of emerald and bronze signal lights.

Out past the yard-limit board the big drivers on the 1248 hammered over the last yard switch lead. A whistle board flashed by. The engineer reached up, caught the swaying handle above his head. *Waa! waa! wa-ho!* The crossing blow vibrated out on the night. Far ahead up the tracks he saw a light change from bronze to green.

Across the cab the fireman called, "Okay, Bill, a clear rail," to which he responded, "Okay."

The hogger's mind was not wholly on his work. He was thinking of a scene in the superintendent's office that afternoon. He'd been "on the carpet." The super had bawled him out for not making the time.

Bill recalled those words. Old John Henderson had said: "Excuses don't get trains over the road. Reports for the last two weeks show you were late oftener than any other man on the division. Get a grip on yourself, Bill. I'd hate to think of you as a flat wheel!"

To the beat of the exhaust and the *clickety-clack* of the trailer trucks beneath him, the rebuke stung him. A flat wheel, eh? Lost his nerve? Until recently he'd had no trouble making the time. A shudder passed over the engineer. He lived again the breathtaking lunge, the heavy clang when his engine had left the rails at the foot of Ten-Mile Hill, the shriek of live steam and the unnerving crash.

Subconsciously his hand eased the throttle toward him as a grade crossing appeared. The exhaust rose monotonousy on the night air. Mileposts ran up out of the darkness in front, vanished into the gloom astern.

The fireman's back was braced against the corner post of the cab as he flipped open the firedoor and, with a practiced sweep, shot scoopful after scoopful of coal into the pulsating, incandescent bed that trembled in the firebox.

Bill knew his work, knew it well. It's a hard schooling a man must go through to drive a passenger engine. With this run he was beginning to attain his ambition. Life was just revealing its possibilities to him.

His face softened. He thought of Nellie McLoy, redheaded and blue-eyed, daughter of a fellow enginer. He pictured a white cottage on the hill far above Depot Street, a house with rambler roses around the front porch. Nellie fitted perfectly into that picture. Now that he'd gotten on 37 and 38, a good run, this dream seemed near to realization.

Then something happened. Bill had been away from his home terminal one night and did not get back until midmorning next day on Thirty-seven. Another hogger, "Shorty" Grimes, had stolen a march on him by taking Nellie out to a movie show. Not that Shorty hadn't a perfect right, Bill reflected sourly, but his mind clung to the thought that now and forever Nellie McLoy was his girl.

Bill glanced at his watch. "Nine fifty-five," he muttered. "Two minutes ahead of schedule."

He shoved the watch back. Up a long gentle sweep for several miles ahead, the right-of-way climbed a mountain side. And then a winding grade around sharp curves, followed by a swift plunge into a valley and a steep rise on tthe other side through Rawlins Gap, down the far side of Ten-Mile Hill to cross the trestle that spanned the river.

Ten-Mile Hill! As each milepost flipped back, Bill dreaded the approaching sharp dip and the hard climb.

The 1248 nosed around a curve, her headlight swinging in a swift arc. Down

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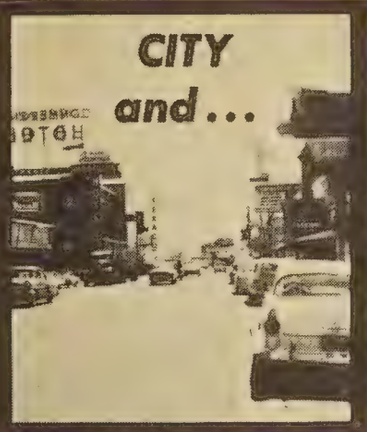

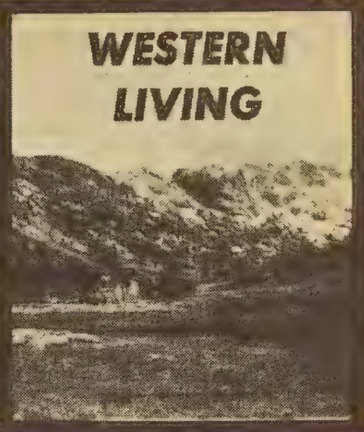

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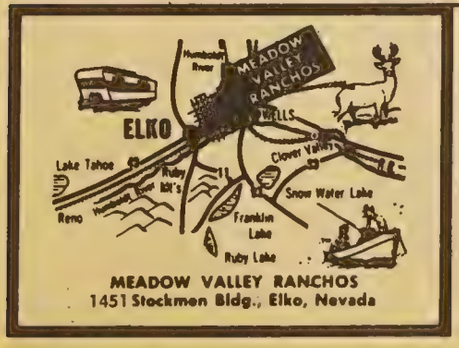

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at the foot of a long grade he saw a bare, burned patch beside the right-of-way—the place where, just two weeks ago, his engine had overturned!

Now was the time to work steam, get up speed on the down grade, take that curve at the foot, and with a sweeping momentum charge up the grade. Faster and faster the drivers spun, the exhaust a blaring medley of noise. The gray ballast of the road bed flowed toward him like a swift river. Engine 1248 was heading up Ten-Mile Hill! Her drivers shrieked complainingly.

A spasm of fear seized the hogger. His left hand clutched the throttle, his right swept the brake handle over. Without willing it, Bill had eased up on the steam and set the brakes. He knew when he did it that he had spoiled his chance for pulling up the slope, and yet he seemed powerless to prevent it.

Her pace moderated, the big Pacific took the curve easily and started uphill. No use now in that wide-open throttle. Of small avail the reverse lever down in the corner of the quadrant. In the grip of Gravity's mighty hand, the train gradually slowed down. A scant 200 yards from the top, the locomotive choked and stalled, as she had often done in the past half-month.

Thirty-eight would have to double the hill again tonight. They'd have to cut the train in two, haul one-half up over the top, cross Rawlins River, and set it in the siding on the opposite bank. Then Bill would have to back up, pull the other section across, switch it, couple the two sections together, and continue his run. An hour—at least 45 minutes—would be lost. He could never make it up. *Thirty-eight would be late again!*

With a hopeless shrug, Bill jammed the throttle closed and set the air to hold his train. He noticed the fireman standing feet astraddle on the steel deck of the cab, leaning on a shovel, looking at him queerly.

Bill's voice was choking. "Buddy, I just couldn't do it. I guess—" he paused —"I guess it's got me!"

The fireman kept his mouth shut, but the expression on his lantern-jawed face seemed to be a mixture of pity and scorn. Bill knew he'd never forget that night.

TWO days later the local freight stopped on a siding. Bill was on freight now. He looked back at the crew transferring sacks of fertilizer from an open boxcar to a depot platform.

The tremulous blare of a whistle vibrated on the air. No. 37 was coming. Thirty-seven was his old run, but Bill had given it up and taken what was open—this local freight that meandered its slow way across the division, stopping every few miles to load or unload small shipments.

Soon the 1248 swept by a flash of mail and express coaches, followed by a string of Pullmans. Bill glimpsed white tablecloths and gleaming silverware through the diner windows. A cloud of dust swirled and eddied behind the observation car. No. 37 had come and gone!

The downgraded hogger stood in front of his dilapidated little Mogul. She had no polished brass or nickel trim. Wipers had never wasted much time on that jacket—at least not in years. The paint was chipped and cracked, the bell and whistle tarnished. Much time had passed since the 103 was in the back shops, a neglected iron horse on a minor merchandise run.

Bill felt sick at heart and anger welled up in him. When the 1248 passed, Engineer Grimes had leaned out the window. His gloved hand cut a half-circle in the air, swept flat across the bottom. Shorty Grimes had put the label on him, "Flat-Wheel."

There was no mystery in that. Shorty had been in the anteroom beside the super's office the day Bill was on the carpet, and had good ears. He'd heard what was going on, had caught the words "flat wheel" and was not one to pass up such an opportunity.

In the days that followed, all up and down the division the nickname was carried, and that maddening gesture. Bill was "Flat-Wheel" Landon now. If he stayed on the division the rest of his life, that monicker would never leave him.

He thought of "Hotbox" Murphy who'd got his nickname from a fast run where he had reached the other end of the division with half the journals on his train ablaze. That was a quarter of a century ago. Hotbox Murphy was an old man now, stooped and gray-haired, due for retirement in a couple of years, and yet the name still stuck. Then there was "Monkey Wrench" Hanson, who had once settled an argument with a yard switchman by using his monkey wrench. That was back in the days of link-and-pin couplers.

When Bill pulled out of the roundhouse in the morning, the yard switchman who lined the leads up for him called: "All right, Flat-Wheel, roll your hoop and don't double the hills today!"

The conductor handed him the orders with a grin. "Here's the schedule, Flat-Wheel! I guess we can make the time."

Even the supply boy, who put the oil and tools on board, asked him casually: "Flat-Wheel, this your toolbox, ain't it?"

They little knew how it hurt him. With a great effort Bill repressed his feelings. He realized that if he should ever flare up they'd only ride him the harder. For two weeks Bill stayed grimly on local freight. It was a miserable two weeks. The peddler was no desirable job under any conditions. A wet spell descended. It rained every day. Bill was alternately drenched as he leaned out the cab window watching back for the brakeman's signals, or steamed dry in the hot, smoke-filled cab while making a run.

Each morning he went reluctantly to the roundhouse to get his engine. He dreaded going to the shop. Each time he heard that name Flat-Wheel the same hopeless anger overpowered him, and he heard it often. He knew that Shorty Grimes was deliberately keeping it up, maybe because he was making a play for Nellie McLoy.

Once on a Sunday afternoon, he went up to see the little redhead. She would understand. Bill felt a catch in his throat at the memory of her deep blue eyes, her winning smile. But this time when he rang the bell at her home and inquired for the girl, her father said: "Nellie ain't home. She's out with Jack Grimes."

Bill was sensitive. He decided that maybe he'd better wait until he was more sure of himself before trying to see Nellie again. No use kidding himself as to where he stood. Life in those days was filled with gloom.

PASSING in front of the depot one night after he had come in from his run, Bill approached a group of engineers. He saw Shorty Grimes turn to them and say something. The others chuckled. Bill started to go by without stopping when Shorty swung his right hand in a circle and said, "Flat-Wheel himself in person."

Bill hesitated in his stride. His pulse pounded. Shorty was undersized but built like an ox, with powerful shoulders and bulging muscles. Bill went toward him with a doubled fist and in a flash knocked down the bully.

Shorty got up and faced the threatening fists. He circled Bill, looking for an opening, and said: "All right, Flat-Wheel, you started this. Now I'm gonna flatten you on all four sides!"

Bill rushed in, took a couple of stiff body blows, and landed one in payment. Shorty backed off, holding one hand to

his left eye. Then he glanced at the window in the super's office, where two men were looking out. One was the superintendent himself. Bill followed his opponent's glance.

Shorty backed off, saying, "You know the rules about fighting on company property."

"Yes, I do," Bill snarled. "And if you'll step across the street we'll settle this thing."

But Shorty showed no inclination to do so. Bill scowled and turned to the crowd challengingly. "I've heard enough of this. If any of you fellows want to carry on, here's your chance!"

No one spoke. But even as he looked from one to another, Bill realized that the name Flat-Wheel was sure to stick now. He had shown them that he cared. Halfway across the street, he stopped abruptly. What was the use of going on? He was in bad anyway, and the super had seen him fighting on company property. He'd better take the matter in his own hands, settle the whole damned thing now.

Back to the depot he went. Going upstairs to the super's office, the hogger pulled his billfold from his pocket, took out his annual pass, and slammed it down on the table.

"Here, take it!" he shouted. "I've had enough. I'm through!"

Without waiting for a reply, he closed the door behind him and descended the steps in long leaps.

That evening he went up to see Nellie McLoy. Her mother said she was not in. She and her father were going out on 38. Bill walked away dejectedly from the house. He'd hoped to see the girl just once before he left. Even that was denied him.

He crossed the street to the depot, passed through the waiting room and out under the train shed. No. 38 was made up. Nellie and her father were standing beyond the iron railing of the fence, talking to Shorty Grimes. Bill noticed with satisfaction the tinge of dark color underneath one of his rival's eyes. Just then the division superintendent and the trainmaster passed by, talking earnestly.

Suddenly Bill made up his mind. He might get to see Nellie alone at the other end of the run. He hurried through the gates. The little readhead and her father had gotten aboard. Shorty was just swinging up through the gangway between the cab and tender when Bill passed by the engine, crossed over in front, and went up the tracks for fifty feet. The unhappy engineer just had to talk with his girl alone.

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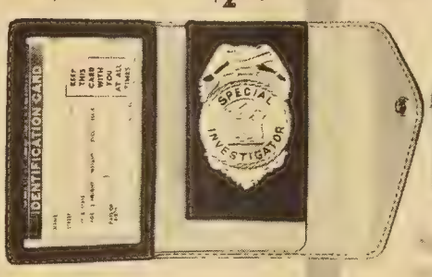

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MOURNFULLY the wail of No. 1248's big chime whistle trembled on the night. Rain drummed on the cab roof, spattered off the piled-up coal in the tender, and swirled down against the front end of the blind baggage, drenching the figure of Bill Landon, crouched on the tender sill.

Bill was riding the blind. When the train left the depot, the impulse to ride her out had been too strong for him to resist—the engineer's last trip on 38 before he left the division forever.

The rain had begun after he got aboard. He had no chance to get off since. Even if he had, he wouldn't go back into the coaches. Tonight he did not want to meet anyone he knew except Nellie. Later, he'd go off to some other railroad, where he was not known, and begin anew. Leave Ten-Mile Hill and the wreck site that had gotten his nerve.

Waa! waa! wa-ho! The crossing blow reverberated above the steady beat of the exhaust. A whistle post glistened

white in the rain, erect like the marble marker on a grave. It was etched clear and distinct in the headlight's glare, then it dropped behind the shaft of light and was wiped out immediately by the eerie darkness.

The big Pacific topped a hill. A red glare flared out from the firebox as the fireman opened the door, illuminating the under side of the billowing cloud of smoke that trailed back over the train.

Bill pulled out his watch. Five minutes ahead of schedule. Much as he hated Shorty Grimes, he could not help admiring the way that fellow made his run. Shorty was working his engine right. The downgraded hogger shoved his watch back, leaned around the corner of the tender, and looked ahead. The slanting wind-blown streaks of rain looked like a shower of silver arrows in the night.

Bill wished he had not been so hasty about resigning. Yes, he had quit too easily. Given another chance, he could have mastered his dread of Ten-Mill Hill and overcome the name of Flat-Wheel.

He clutched desperately at the grab-iron on back of the tank. The 1248 was down at the foot of the dip, running fast. Right alongside was the place he dreaded. Bill closed his eyes for a second. Up ahead he heard the exhaust, that had quieted, suddenly lift out of the stack again as Shorty opened up for the hill in front.

The Pacific pushed her huge drivers against the wet steel and, scarce slackening her pace, shot up the grade, holding her speed on Ten-Mile Hill. With ease Shorty was conquering the incline where Bill Landon had been stalled on several occasions.

No. 1248 topped the hill, began to pick up speed. Bill again looked around the side of the tender. The rain of the past two weeks had steadily raised the level of the river that normally flowed fifteen feet below the crossties. Far in front, the headlight's rays danced over a solid sheet of water that covered the rails. The flood was much worse than he had anticipated.

A startled gasp escaped him. Half a mile away, the crossed and bolted beams of Rawling River trestle were clearly outlined. Bill saw something wrong there, the shadow of a beam sticking up from the structure, jutting out sidewise at an angle!

Why hadn't Shorty up in the cab noticed it? Evidently from his position on a level with the headlight's beam, the engineer could not see Rawlins trestle was in bad order.

There was no mistake about it now. That misplaced beam stood out cameo sharp, white against the darkness beyond. The center span of the trestle had been washed away but Shorty obviously was not yet aware of it.

BILL raised his voice in a shout that was lost in the noise of the running engine. Then, with a quick movement, he grabbed the end ladder to sling himself up over the coal and get into the cab.

Forgotten was the fact that he was no longer an employee of the road. Forgotten was all the misery he had gone through in the past month. The training of twelve years came to the front row. First and foremost, Bill Landon was a railroader.

A squawk from the whistle and the hard jolt as the engineer set the brakes, stopped him halfway up the end ladder. The exhaust died. The fireman stuck his head out the cab window, lifted his voice in a frantic yell. Instantly he jumped for the gangway, then leaped far out from the engine.

Shorty followed, vaulting through the open cab window, leaving his engine and train behind. His own safety came first.

Bill's impulse was to do the same, but he checked himself. In the crisis his fear and nervousness passed away. He knew just what to do. There was an impending wreck on Ten-Mile Hill; his clear duty was to prevent it if possible.

Brakes were set, yet the train scarce slackened its speed. The locked wheels were sliding down grade on wet rails. In his haste to unload, Shorty had not opened his sander valve. Inexorably that stored-up momentum—hundreds of tons of steel coaches and locomotives—was sliding down toward the broken bridge! If the heavy Pacific went through the gap she'd carry the coaches through after her.

Bill climbed down, caught the cut lever and pulled hard. Knuckles were jammed tight. He held a steady pressure on the lever. The engine jolted. The train took up a little slack. The knuckle opened. No 1248 was disconnected from her train.

He grabbed the back of the tank and scrambled up over the coal. As he did, the wind sweeping over the top of the cab caught his cap off his head, blew it backward. Unmindful of that, Bill swung himself across the coal boards and down into the empty cab.

Grabbing the sander valve, he twirled it wide open. The mighty Pacific chattered and hopped on the sanded rail. The smell of scorched steel was strong. Bill smiled grimly. There'd be more than one flat wheel on 38 tonight.

And now the train behind was slowing up. He caught the brake handle. With a skill born of long practice, he manipulated the valve so that the brakes gripped the wheels with just enough pressure to hold them without sliding.

The locomotive's wheels began turning, *thump! thump! thump!* heavy, chattering jars when the flat spots struck the rails. The brakes were having their effect now—but the river was very close, not a hundred yards away. A glance back showed him the train, its lighted windows cutting little oblong streaks through the darkness.

The sand on the rails was holding. But Bill knew it would be a close chance if the train halted before reaching the river bank. It was still shoving hard against the uncoupled locomotive. He'd have to stay with the 1248.

An exultant light swept over his face. Flat-Wheel, eh! Let them think what they might. In his own mind he knew. Another wreck on Ten-Mile Hill, and he—Bill Landon—had stayed at the throttle after his rival, Shorty Grimes, had joined the birds!

His hand moved the brake valve again. He peered ahead. The water was right at him. He'd better get off now. But before he could move there came a series of grating pops as though in rapid succession the links of a heavy chain were parting.

Then the ripping, tearing crash of splintered wood, the thud of a heavy body striking hard, the hiss of water in the firebox, a sickening lunge.

Bill felt a rush of water engulf, close over him. He was choking, struggling, his breath cut off. The *1248 had gone through the Rawlins River trestle, and he had gone through with it!*

A sharp blow landed alongside his head. His lungs felt tas though they were bursting. His ears popped and crackled. It seemed like ages before he emerged to the surface, swimming. He reached the bank, crawled through the bushes. He stumbled, fell, and lay flat on the ground, breathing heavily and fighting to regain control of himself.

AFTER a rest, Bill got up and looked for the train. There it stood, a long string of lights streaming out from the coaches. The front end of the baggage car he had ridden was just a few feet from the river bank.

The rain had stopped. Lanterns bobbed. Bill could hear shouts and yells. His right shoulder throbbed with pain. His head felt light and giddy. His clothes were drenched, his cap gone; water was

running out of his shoes. Slowly the man made his way up towards the trestle head, staggering in his stride.

Once he put his hand to his head. There was more than water running down the side of his face. He'd struck the sharp steel edge of the cab when he went out of the window.

Bill was getting fainter with each step. The embankment was a hard climb up to the tracks. He went around the crowd gathered at the bridge head and leaned wearily against the baggage car.

Two men detached themselves from the crowd. They stepped away from the circle of the lighted lanterns, stopped a short distance from him, and spoke together in low tones.

But Bill did not hear what they said. He was listening to another voice, loud and blatant. Engineer Grimes, with a crowd around him, was giving his version of the accident:

"Yeah, I saw the bridge was down just after I topped the hill. I figgered I'd have a hard time making a stop on the wet rails. But I stuck with her, fed her the sand, and manipulated the brakes till just before she plopped. Then I unloaded, me on one side, my fireman on the other, just as the 1248 upended and went into the drink."

In the moving light from a lantern, Bill saw the beloved figure of Nellie McLoy standing beside her father in the group around Shorty. The downgraded hogger started to go forward to confront his rival. He took a couple of steps, then stopped as he recognized the two men standing near him: the superintendent and the trainmaster, in earnest conversation.

Superintendent Henderson was speaking: "There's something phoney about that tale. Grimes says he stayed with the engine, yet he passed us running from the back end of the train. And that cut lever? Someone lifted it. The knuckle is open. That let her get away from the train and go through the trestle alone. Neither Grimes nor his fireman mentioned that."

The trainmaster nodded thoughtfully. "Yes, and something else doesn't sound right. The brakeman tells me that the sand on the rails only goes a few hundred yards up the hill. If Grimes opened the sander when he applied the air up near the top of the hill, the rails would have the grit on them all the way up."

Bill's head was buzzing. There was a loud ringing sound in his ears. Everything suddenly went black in front of him. His knees buckled and he fell full length in a puddle beside the right-of-way. The whole world drifted beyond the horizon of his consciousness. How long he lay there he did not know.

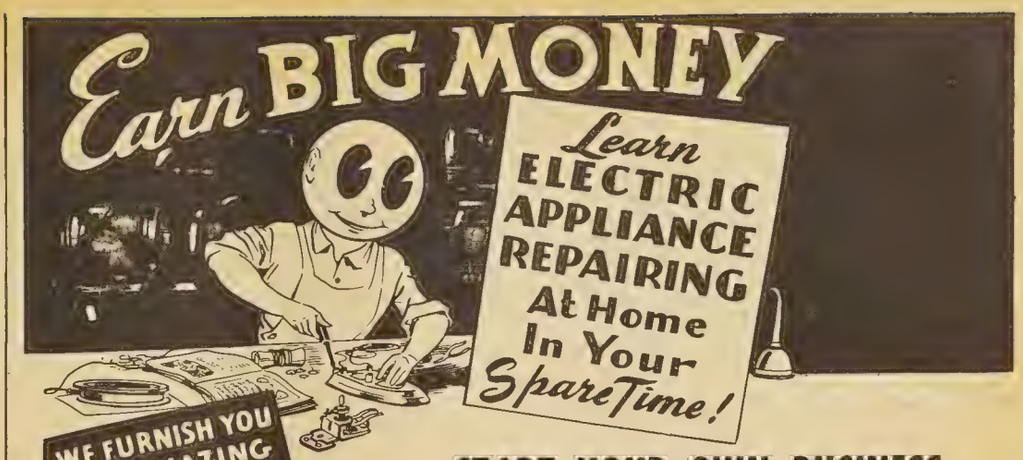
When he came to, he was lying on a stretcher in the baggage car. Superintendent Henderson and the trainmaster were bending over him. But the patient did not see them. He saw a pair of misted blue eyes, deep with compassion, beneath a mop of red hair. He felt Nellie's gentle hand under his head as she adjusted a bandage.

A feeling of contentment swept over him as the girl said: "It's all right, Billy. We understand. We found your cap on the sill of the blind baggage."

The superintendent cut in: "Yes, it's all right, Landon. As soon as you get okay again, 37 and 38 are yours if you want them. How about it, Flat-Wheel?"

"Sure thing."

Bill smiled. The name did not carry any sting now. He was proud of it. Flat-Wheel? He'd carry that monicker for the rest of his life without shame. Tonight on Ten-Mile Hill he had made it a badge of courage. ●



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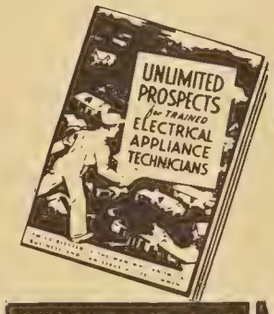

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What could be more fun than to ride in an openended "combo" behind a steamer such as old No. 18 on the Arcade & Attica?
Emerson Carl, c/o Griffith Institute, Springville, N. J.

A Dieselized Road Is Using Steam Again

by WILLIAM C. KESSEL

MAY 4th or thereabouts, depending on the weather, a regularly-scheduled train hauled by a puffing Consolidation, No. 18 (Cooke, 1920) will leave the frame station at Arcade in western New York State at 10:30 a.m., thus opening the Arcade & Attica's second passenger season since its revival last midsummer.

The hogger will blast his steam whistle to tell a group of railfans waiting with cameras at the edge of town that the *Arcadian* is on its way. His fireman will hold back the picturesque black smoke until they pass the populated area, then it will belch from the stack to please photographers. Acrid coal-smoke will fill the sky, cameras will click.

This train will run every week end and national holiday during the 1963 season. It will have two steel, open-platform, combination cars, 1915 vintage, both from the Lackawanna, and a wooden Erie caboose. There may be more cars. The short 1962 season sent Richard L. Cartwright, the Arcade & Attica president, to various points in the East and South, by phone and in person, seeking additional equipment and perhaps a second steam engine. Last year's crowds overwhelmed the burgeoning A&A.

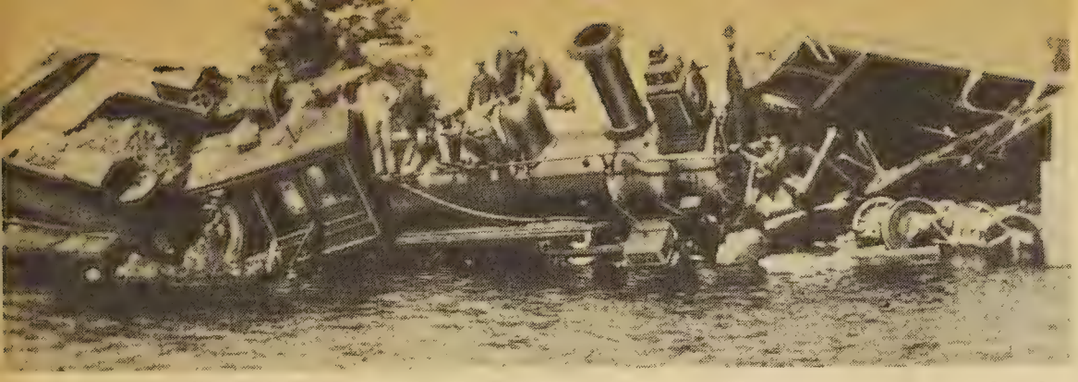
Cartwright is smart. He painted his cars circus-wagon orange, with the road's name in letters a foot high on the sides, and will soon provide a picnic ground and eventually a wye near the quaint depot at Curriers, seven miles north of Arcade. The operation terminates at Curriers.

His tiny road is a common carrier dating back to 1836, planned originally as the Attica & Sheldon but not built till long afterward. Renamed the Attica & Allegheny Valley, its grading pushed ahead for 25 weary miles until a mortgage foreclosure halted it in 1854. Later came the Civil War. In 1880 another company, the Tonawanda Valley, finally laid wrought-iron rail from Attica to Curriers and in 1881 a flag-bedecked first train steamed triumphantly into Arcade.

Years rolled by. In 1917 the Buffalo, Attica & Arcade, as it was then known, bogged down in a financial mire. The rails of a neighboring road, Buffalo & Susquehanna, had been torn up and sold to Czarist Russia. But the Bolshevik revolution invalidated the sale and they were shipped to France instead, for use in World War 1. This debacle involved the B&S's Wellsville-Buffalo extension, which shared a common directorate with the BA&A. It hit the BA&A hard.

Farmers and other shippers chipped in. Raising $79,000, they acquired the BA&A and renamed it the Arcade & Attica. Their money bought them 26 miles of main line, laid mostly with 70-pound steel, and two miles of the defunct B&S. At the north end their road connected with the Erie and the New York Central; at the south, via the B&S link, with the Pennsy. Around that time there were only 25 employees, less than one per mile. In lieu of dividends, stockholders were treated to an annual feast and a movie show.

By 1938, things perked up. Railfans en masse discovered the A&A. This pike had weathered the Depression rather well. A mixed train consisting of a wooden combo hooked behind a string of freight cars delighted the hobbyists.



On October 8, 1902, when the line was called the Buffalo, Attica & Arcade, this accident happened to a gravel train pulled by engine No. 2 near Sandusky, N.Y. The fireman was scalded to death while the engineer suffered serious injuries.

Some rode the boxcar tops. Said Conductor Howard Hopkins, "First time I ever had to climb a boxcar to collect passenger fares."

At Attica, cars were interchanged with Erie's No. 2 train, usually a doodlebug. The crew followed strict security measures in setting out carloads of coal whenever they made such a delivery to the state prison in Attica. Double gates led to the vast walled area. Armed guards manned turrets overlooking the A&A's track. The first gate was opened to admit the train, then was shut and locked, and the inner gate swung wide.

Once the train was inside the first gate, the crew waited while guards searched every gangway, every car, every rod, every conceivable hiding place. At length the train was permitted to enter the prison yard and set out its coal cars. After that came another inspection before it could go on its way again. By late morning the train set out its combo at Arcade and rambled two miles to the Pennsy connection with shipments for a local factory.

Switching en route might include a car of automobiles to one A&A stockholder and a tank car of gasoline to another. As a rule, the only passengers on the combo were railfans, who ate a picnic lunch while a three-inch pipe was filling the tender by gravity.

The engine in those days might have been No. 8, a Mogul built by Brooks in 1897 for the Reynoldsville & Falls Creek (now part of the B&O), or the 7-spot, same as No. 8 except that she was built in 1900, or possibly the 6-spot, a Baldwin 4-6-0, built in 1907 for the Alabama & Vicksburg (now part of the IC).

Other A&A engines, numbered 1 through 5, were bought second-hand and in sequence from the Toronto, Hamilton & Buffalo; the NYC; the B&S-G&W; and the Louisville, Henderson & St. Louis. The little road used second-hand railbuses for trackwork. Many of us remember the wartime fantrip in one of them. Dick Cartwright himself joined in the fun, serving as conductor and news butcher, while Master Mechanic Hyde was engineman and switchtender.

Eventually, diesels took over, and in 1951 the line went freight-only. Six years later an exceptionally heavy flood forced Cartwright and his directors to lop off a large segment of the road above North Java, leaving only 14 miles in operation, and freight traffic dropped sadly.

But last year they had a brilliant idea. Why not cater to railfans again? Arcade is midway between Buffalo and Olean. Pennsy trains pass about a mile from the A&A station; local buses take you the rest of the way. Or if you drive a car you can get there over New York route 39 or 98. Surely, the management reasoned, fans will flock to the Arcade & Attica from far and wide. The road was then fully dieselized, but in order to attract fans they had to operate at least one steam locomotive at the head of an excursion train.

So the A&S put No. 18 into operating condition and on August 4th went into passenger-hauling again. The first week-end produced 847 paying riders at $1.50 a head. August showed $1601 net profit from the resuscitated passenger business. It looks as if passengers on an oldtime train are going to bail out the A&A's freight losses. Just wait till the season opens May 4th. ●

A&A general offices, Arcade, N. Y.

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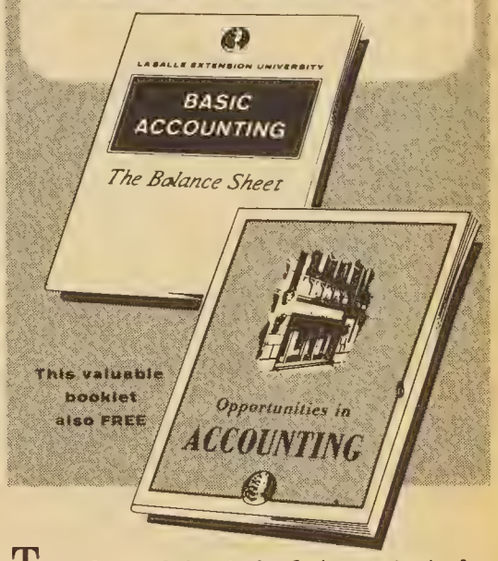

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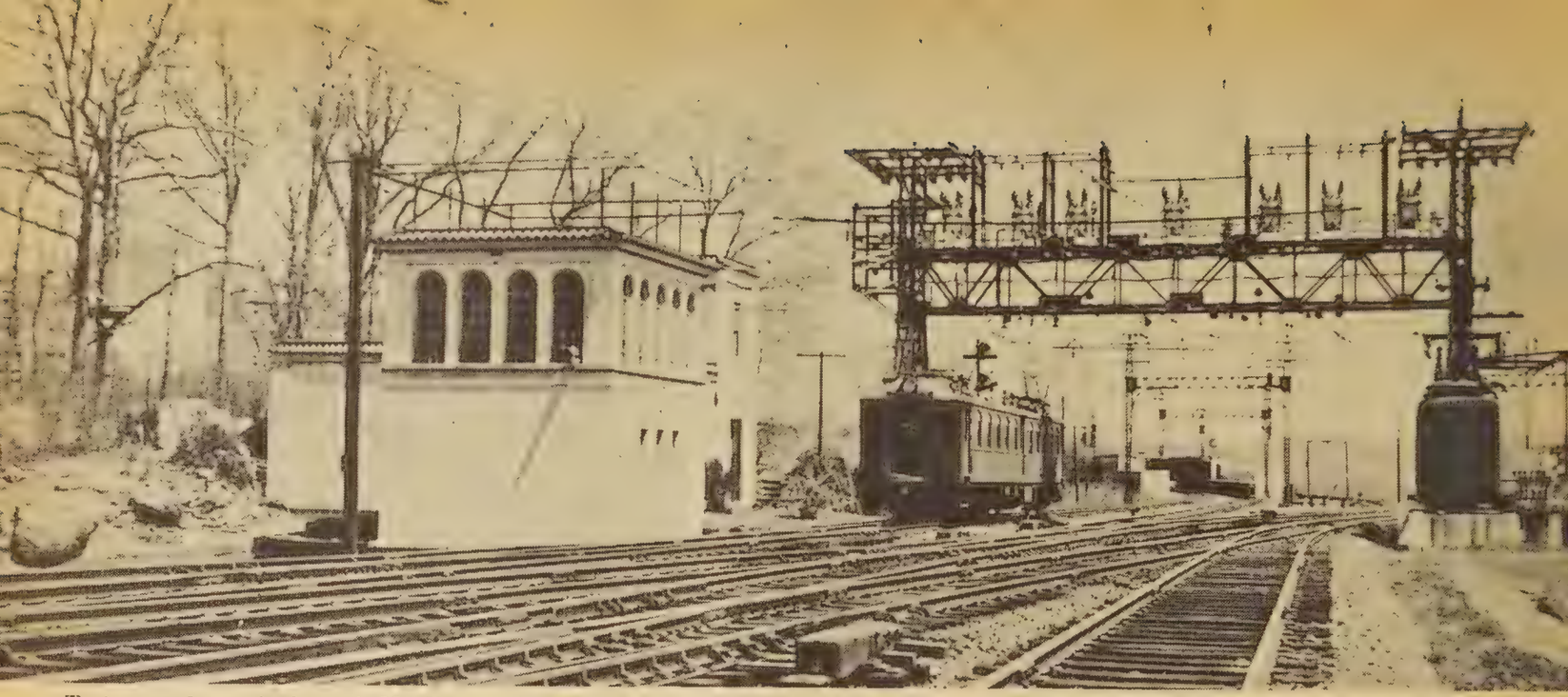


Train speeds south through Mt. Vernon Jct., N.Y., on the New York, Westchester & Boston Railway, long since abandoned.
Photo by George Votava, ERA member, used in Arcara's book (see page 49)

(Above) Cars 306 and 303 and new car barn on the Columbia Park & Southwestern at Olmsted Falls, Ohio, near Cleveland. (Below) Gerald Brookins bought these two open trolleys from Veracruz, New Mexico, at $875 each for his CP&SW line.

Both photographs by Stephen D. Maguire.

Steve Maguire's

TRANSIT TOPICS

AFTER more than half a century, the Hudson & Manhattan Railroad, first and only rapid-transit line between northern New Jersey and downtown New York City, is under new ownership. The Port of New York Authority, through a subsidiary, has taken over the bankrupt line and renamed it Port Authority Trans-Hudson Corp. ("PATH" for short.) Details were arranged by the Authority and two states, New York and New Jersey, and ICC.

Steve Maguire

ICC noted that in view of the line's financial difficulties, the future of this important transit artery under its old status was very doubtful. Said the ICC: "If the Port Authority . . . is willing to take over the operation of the line for the benefit of the metropolitan area . . . knowing that the operation will probably continue to incur deficits, it should be permitted to do so."

The Authority plans extensive modernization. At 12.01 a.m. last September 1, the moment it took control with a ceremony at Hudson Terminal, it put into effect a cleaning and painting program. It will buy 250 modern air-conditioned subway cars, rebuild all stations, shops, and yards, and rehabilitate track and signals. A new terminal, including a World Trade Center, will replace the old Hudson Terminal in downtown New York. Further plans include building new stations at Harri-

Construction work on new Norristown line terminal of Phila. Suburban Transportation at 69th Street, Upper Darby, Pa. Cars 208 and 201 at uncompleted platform.
Stephen D. Maguire, 1411 River Rd., Belmar, N.J.

son and at Jersey City. (We wrote a history of this line for Nov. '47 *Railroad Magazine.*)

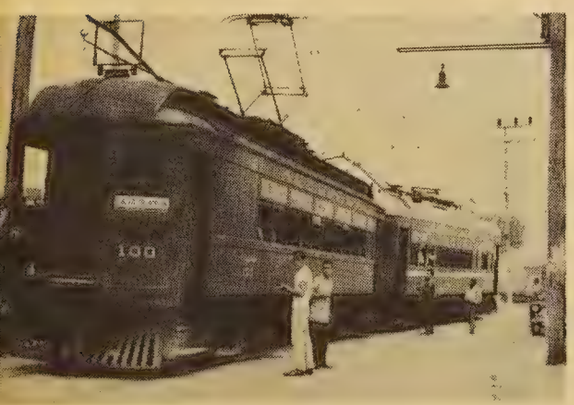
TWO open trolleys from Veracruz, Mexico (not one, as originally reported), have been shipped to Gerald Brookins, owner of the new Columbia Park & Southwestern trolley line at Olmsted Falls, Ohio. The sale of this equipment right off the city streets really brought old Veracruz out of a *siesta.* These cars cost Brookins $875 apiece, more than twice what the Veracruz people had paid when they acquired them second-hand from the U.S. in 1908.

One Veracruz newspaper editorialized: "It is our civic shame that we had to have a foreigner point out that what we thought was junk are really valuable mementos from the past. Now that we have lost two precious relics, it is high time that we in Veracruz establish a Society for the Protection of Our Antiquities."

THE LAST remnant of the Aurora, Elgin & Fox River Electric, an interurban that gave up its passenger business in 1936, still has left some side-of-the-road track, right-of-way, and street running, altogether 3 miles. A new corporation called the Railway Equipment Leasing & Investment Co. (RELIC), which includes the line's owner and some ex-traction-line employees, has been organized to electrify the route. It has bought a substation and 4 former Chicago, Aurora & Elgin cars and is looking for overhead wire and fixtures. RELIC, 380 Shenstone Rd., Riverside, Ill., is still selling CA&E mementos to fans and other interested persons. Money received from them is being used to rehabilitate the trackage.

TYPICAL of the headaches involved in preserving historic equipment is the damage that one or more hoodlums did recently at Lake Roland, Md., to 18 trolleys, including rarities from the former Baltimore Transit Co. collection. Members of the National Capital Historical Museum hope to open an operating trolley museum on 1¼ miles of former Pennsy trackage at the western edge of the lake in the not-distant future, despite the vandalism.

The cars had been taken to the area safely. Last summer, someone stoned them, stole a can of gasoline from a shed, and used it in setting fire to nearby dry weeds. Nearly all windows were broken out of a trolley built in 1917, while a handcar was thrown into a stream 30 feet below the tracks. "These outrages were bad enough," says George Nixon of the museum group, "but even worse is the failure to local police to do anything about them." According to John Hickman, who sent us the information, it is requested that nobody—not even museum club members—visit the spot without supervision.



Hershey Cuban Ry., renamed, is now run by Castro government. Its cars, including those shown here in recent photo, bear the word "Nacionales."

MAYBE some reader can answer Theodore Jones, Box 743, Woods Hole Mass.: "Why did Boston trolleys have different colors? I remember red Cambridge cars and brown Brighton cars."

PITTSBURGH RYS. may stick its riders with another fare increase, topping its already high record for one-zone fare, 30 cents, because of a wage rise awarded to employees a year ago and labor's current demands for even more pay.

The St. Louis Car Company's proposal to build a high-speed rapid-transit system in the Pittsburgh area is getting

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no encouragement from the Allegheny County Port Authority that will eventually take over all of the Steel City's transportation, Richard Dadowski reports. Another proposal, this one from Westinghouse, calls for new-type electric vehicles, each carrying 20 people and running on an elevated trackless structure designed for hilly cities such as Pittsburgh.

JOHN ENGEL'S report in Dec. issue that Toronto abandon its Coxwell and Dupont trolley lines is contradicted by Charles Derochie, 243 St. Clair Ave., W., Toronto, Canada. He denies also that the routes use Peter Witts. He says Cornwell St. Ry. is not operating ex Ft. Wayne cars for maintenance, having scrapped all trolleys except ex CSR No. 31, a former Texas Traction car.

Ex Johnstown (Pa.) Traction car No. 358 is being overhauled by Atlanta (Ga.) Transit for service on Stone Mountain tourist line, according to Frank Tatnall, 6433 Main St., Kansas City, Mo.

PROGRESS toward a Philadelphia-Kirkwood, N.J., high-speed line is seen in the selection of two engineering firms by Delaware River Port Authority of Pennsylvania and New Jersey to prepare engineering designs for this project. When completed, the line is expected to carry about 57,000 commuters per day. It will use the Locust St. and 8th St. subways in Philadelphia and Benjamin Franklin Bridge over the river and will follow P-RSL's present right-of-way. Transferring from railroad, feeder bus or automobile, passengers will ride from Kirkwood to Camden in 16 minutes or to Philadelphia in 22 minutes.

THE GROWING importance of aluminum in transportation is shown in the recent $4 million purchase by Toronto Transit Commission of 36 aluminum cars which will go in service early in 1963. Greater length, new design techniques, and aluminum alloys for practically the entire car body have made possible the lowest weightspace ratio ever attained in rapid-transit cars in North America.

Lighter weight means less wear on trucks, brakes, and wheels. Aluminum bodies are rustproof—no costly painting. Designed and built by Montreal Locomotive Works, the 75′5″ cars have a capacity of 310 passengers and empty weight of about 59,700 pounds each. Steel cars now used in Toronto carry 230 people, are 24,800 pounds heavier.

Aluminum cuts weight per square foot from 148 to 79 pounds. In the

Toronto subway is getting 36 new aluminum subway cars like these.
Aluminium Limited

first lot of 104 cars—for Yonge St. subway—4 were built of aluminum, the rest of steel. The aluminum cars and 4 steel cars are equipped with watt-hour meters. During 22 months, the aluminum cars had an average power consumption of 4.40 kw. hours per car-mile, 8.3 percent less than steel cars.

ALWEG'S blue train, first of the two monorail trains put into operation at the Seattle World's Fair, completed 25,000 miles of service, roughly equal to one full trip around the globe at the Equator. This mileage was recorded in the first 3½ months of daily operation plus a short test period last spring. The second, or red, train has covered over 24,000 miles. Both together carried more than 4½ million one-way passengers, running over 15 hours daily.

The custom-built monorail trains were delivered without being tested, as there was no place to try out these unique conveyances. Each Alweg design differs somewhat from all others. The system also has operated without spare trains, a situation that most transit systems can avoid. Top operating speed now is about 53 miles per hour, an increase of 10 mph over the earlier maximum, though not the 70 mph promised when the Seattle monorail system opened. Alweg plans to operate in Seattle for six months after the Fair closes, to give its engineers an opportunity to make additional tests that were

Car built by Brill in 1912, presumably for Jersey Central Traction Co.
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impossible while the trains were carrying heavy Fair traffic.

YOUVILLE shops in Montreal, where a number of old street cars have been stored since Montreal trolleys stopped running August 30, 1959, is now in the way of construction of the city's new subway. The cars sheltered there must be removed at once. Affected are Montreal Transportation Commission's historic collection, including the observation cars, No. 250, Montreal's first electric car, and others. Also there are several MTC and Montreal & Southern Counties cars owned by Canadian Railway Historical Assn. and seven trolleys held on a deposit for the Seashore Trolley Museum at Kennebunkport, Maine.

CRHA has obtained a museum site for its cars at Delson, across the river from Montreal, with a rail connection with the Canadian Pacific tracks. It has also offered to store cars for the Kennebunkport museum until arrangements can be made to move them to the U.S. In the event that Seashore cannot pay the balance due on all of their cars, it will assist other museums or persons interested so that the cars can be placed to avoid scrapping. They include MTC cars 957, 1403, 1972, 2052, 2652, 1176, and 1177.

THE RECENT well-publicized visit of Kathy Kersh ("Miss Rheingold, '62") to Kennebunkport was interesting not merely because she selected the trolley museum there out of many choices offered her in Maine but also because of what happened when the photographer wanted a picture of her pulling down a trolley pole. Kathy could not hold onto the trolley rope for more than a moment, due to the spring's tension, so she was given a rope just long enough for the photo and then she had to let it fly up.

Trolley Museum Dispatch, the museum's official monthly publication, comments: "Imagine our surprise when she let it go and the pole snapped up and plopped right on the trolley wire! We couldn't do that ourselves."

Electric Railway Publications

NORFOLK & BRISTOL STREET RAILWAY, by Everett L. Murray, 20 pages, well illustrated story of 19-mile trolley line that ran in S.E. Massachusetts from 1899 to 1919, connecting the towns of Walpole, Foxboro, Wrentham, and Mansfield. The author was a motorman on that line. He injects personal reminiscences. In 1932 Murray moved an open Fitchburg trolley body to his New Hampshire home. Later, learning about trolley museums, he gave it to Kennebunkport Museum, along with other trolley memorabilia. His book costs $1 a copy from Roger Borrup, Warehouse Point, Conn., who also sells histories of many other New England trolley lines. Complete list sent on request.

First issue of a new publication, Electric Traction Quarterly, has 32 pages with illustrated stories of the Waterloo, CF&N, the Elgin & Belvidere Electric, and Pacific Electric's San Bernardino line. This quarterly is devoted to traction-line histories, some newly written, others reprinted from the old Electric Traction magazine. Available at $4 yearly from P.O. Box 591, Wheaton, Ill.

WESTCHESTER'S FORGOTTEN RY., by Roger Arcara, is the illustrated story of an electric commuter line with fast frequent trains serving areas that, since its abandonment, have become heavily populated. Part of old right-of-way inside New York City limits is now part of the IRT subway. The author, 2405 Marion Ave., New York 58, N.Y., sells this interesting book for $2.50.

August issue of Headlights has details of Toronto's new aluminum subway cars. July features 4-page "road test" of San Francisco cable cars. Every issue well illustrated; 40c a copy from Electric Railroaders Asso., 145 Greenwich St., New York 6, N.Y. The ERA invites new memberships. Details on request. ●

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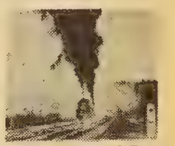
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by ELLIOTT KAHN

Not Listed in The Official Guide

Kentucky Power Co. gets a new 80-ton remote-controlled diesel switcher from General Electric for its Big Sandy plant.

SINCE Aug. '62 this magazine has been listing the more than 2,000 American railroads that *The Official Guide* ignores. Nearly all are short industrial lines, plus a few military railroads, museum operations, and tourist attractions, itemized by states, cities, and towns. We use such abbreviations as *des* (diesel-electric switcher or switchers), *exp.* (express), *gas* (gasoline-burning), *comb.* (combination car), *hp*, *elec.*, *F-M* (Fairbanks-Morse), *GE*, and *GM*. The wheel arrangements (0-6-0, etc.) specify steam power unless otherwise noted.

Your compiler (75-48 183rd Street, Flushing 66, N.Y.) appreciates comments from readers, including those who sent these additions to previous lists:

ALABAMA: North Montgomery—Montgomery-Roquemere Gravel, 2 diesels, one Porter 380-hp des, another diesel; Shorter—Montgomery-Roquemere Gravel, 2 diesels.

Our Anniston (Ft. McClelland) listing should have been U.S. Ordinance Depot, 2 F-M 1000-hp des, over 200 cars. Since previous publication, the following Alabama roads have been abandoned: U.S. Air Force at Montgomery and the Montgomery-Roquemere Gravel lines at Montgomery and Hunter. The Debardeleben Coal line at Holt, sold and renamed Empire Coke Co., has one 0-8-0 and one GM 600-hp des.

CALIFORNIA: Felton—Roaring Camp & Big trees Narrow Gauge Ry., 3′ gage, steam power, coaches; Port Chicago—U.S. Navy, Baldwin and Alco diesels, many cars; Weed—International Paper (Long Bell Div.), 4 Milw. gas 0-4-0's, cars, all 42″ gage.

GEORGIA: Hapeville—Owens-Illinois Co., one Trackmobile; Hinesville (Ft. Stewart)—U.S. Army, 2 diesels; East Point—Tennessee Corp., one Plymouth gas 0-4-0.

Davis Street plant of Georgia Power Co. uses an electric (not diesel) loco.

Iowa

Ames—Ford Motor, one diesel.

Buffalo (Linwood Station)—Dewey Portland Cement, one GE 300-hp des.

Burlington—U.S. Ordnance Plant, several diesels, cars.

Cedar Rapids—Iowa Electric Light & Power, one elec. loco, one Whitcomb diesel.

Centerville—brick plant, one elec. loco, bucket and flatcars, n.g.

Davenport—Davenport-Besler, one diesel, multi-gage track.

Des Moines—Marquette Cement Mrg., ?

Dunkerton—Cement Block Plant, 18″ gage.

Ft. Dodge—U.S. Gypsum, one Trackmobile (std. gage), Automatic R.R. (n.g.).

Iowana—Iowa-Illinois Gas & Electric, ?

Keokuk—Keokuk Electro-Metals, 2 GE 300-hp des, one 4-wheel diesel; Union Electric, one elec. loco.

Mason City—Ideal Sand & Gravel, one 0-4-0T; Lehigh Portland Cement, ?

Mt. Pleasant Midwest Central R.R. (½ mile), 2 2-6-0's, one Model T Ford rail auto, one flatcar, 36″ gage.

Ottumwa—John Morrell, one diesel.

Sergeant Bluff (Sioux City AFB)—U.S. Air Force rr., ?

West Des Moines—Penn-Dixie Cement, ?

Kansas

Bonner Springs—Lone Star Cement, ?

Cornell—Clemens Coal, 36″ gage, ?

Chanute—Ash Grove Lime & Portland Cement, one GE 150-hp des, one GE 300-hp des.

Ft. Leavenworth—U.S. Army rr., ?

Ft. Riley—U.S. Army rr., ?

Fredonia—General Portland Cement, ?

Garden City—Garden City Co., one Whitcomb 190-hp des.

Humboldt—Monarch Cement, one diesel.

Independence—Universal-Atlas Cement, ?

Iola—Lehigh Portland Cement, ?

Kansas City—Kansas City Stockyards, one diesel; Procter & Gamble, ?

Pittsburg—Clemens Coal, 36″ gage, ?

Salina (Shilling AFB)—U.S. Air Force rr., ?

Wichita—Kansas Gas & Electric, one elec. loco.

Kentucky

Alva—Pathfork-Harlan Coal, locos, shuttle cars, mine cars, 42″ gage.

Arrow (Freeburn)—Charles Coal, 2 locos, 2 shuttle cars, 10 mine cars, 48″ gage.

Ashland—Allied Chemical, one GE 150-hp des; Armco Steel, diesels, cars.

Beaver Dam—RB&S Coal, 2 locos, 40 mine cars, 36″ gage.

Big Creek—Fedscreek Coal, 11 locos, 500 mine cars, 48″ gage.

Biggs (Mouthcara)—Elkfoot Coal, one loco, 12 mine cars, 42″ gage.

Big Sandy—Kentucky Power, des, coal cars.

Blanche—Big Hill Coal, 4 trolley locos, mine cars, 48″ gage.

Bland (Harlan)—Long Branch Coal, 4 locos, 75 mine cars, 48″ gage.

Blue Heron—Stearns Coal & Lumber, 11 locos, 593 mine cars, 42″ gage.

Boldman (Pikeville)—Boldman Fuel, locos, shuttle cars, mine cars, n.g.

Bosco (Garrett)—Jet Elk Horn Coal, 2 shuttle cars.

Bradenburg—Olin Mathieson Chemical, ?

Brier Creek (Central City)—Nashville Coal, 4 trolley locos, 12 shuttle cars, 90 mine cars, 48″ gage.

Brookside—Harlan Collieries, 10 trolley locos, 6 shuttle cars, 250 steel mine cars, 42″ gage.

Borgin—Kentucky Utilities, ?

Caney Creek (Greenville)—Kirkpatrick Mining, one loco, mine cars, 42″ gage.

Cardinal—Cardinal Gem Coal, 3 locos, steel mine cars; Cartons Creek Coal, locos, shuttle cars, mine cars, 44″ gage.

Calvert City—Pittsburgh Metallurgical, ?

Central City—Kentucky Utilities, ?

Chad (Cumberland)—Carolina Coal Sales, shuttle cars, 42″ gage.

Cherry (Central City)—Louisville Gas & Electric, 3 battery locos, 6 trolley locos, 70 steel mine cars, 12 wood mine cars, 10 shuttle cars, 40″ gage.

Chiles—TVA (Shawnee Plant), 3 GE 500-hp des, one F-M 1000-hp des.

Coalton—Yates Coal, locos, mine cars, n.g.

Combs—Clemens Coal, locos, mine cars, n.g.; Smith Coal, locos, mine cars, 48″ gage.

Collista (Paintsville)—Hager Hill Mining, one loco, 10 mine cars, 42″ gage.

Cornick (Madisonville)—Sheffield & Coy Coal, 4 locos, 4 shuttle cars, 30 mine cars, 42″ gage.

Crockett (Field)—Kentucky Ridge Coal, 12 trolley locos, 230 steel mine cars, 48″ gage.

Daisey—Georgia-Pacific, one 2T Shay, 42″ gage, some 3-rail track.

Darby (Clospint)—Clover Darby Coal, 8 locos, mine cars, 48″ gage.

Dawson Springs—Dawson Daylight Coal, locos, one shuttle car, mine cars, 42″ gage; Fiddle Bow Coal, 2 locos, 3 shuttle cars, 25 mine cars, 42″ gage.

Deby—Deby Coal, locos, mine cars, n.g.

Defiance (Scuddy)—O&P Coal, 7 trolley locos, mine cars, 48″ gage.

Dinwood (Mantin)—Stephens Elkhorn Fuel, 8 trolley locos, one 15T tram motor, 168 mine cars, 42″ gage.

Dorton—Malvray Coal, several locos, 30 mine cars, 42" gage.
Drift—Kathryn Elkhorn Coal, 4 trolley locos, 75 steel mine cars, 42" gage; Marco Coal, 2 shuttle cars, 12 mine cars, 42" gage; Melva Coal, one loco, 20 mine cars, 42" gage; Turner Elkhorn Mining, elec. locos, mine cars, 42" gage.
Earlington—West Kentucky Coal, ?
Elkhorn City—T&E Coal, 3 locos, shuttle cars, mine cars, n.g.
Elkhorn (Seco)—South-East Coal, trolley locos, shuttle cars, 400 mine cars, 42" gage.
Feetham (Hazard)—Blondell Coal, 6 locos, 45 mine cars, 42" gage.
Fies (Madisonville)—Nashville Coal, 6 trolley locos, 17 shuttle cars, 85 steel mine cars, 48" gage.
Finley (Manchester)—New Big Creek Mining, locos, shuttle cars, mine cars, 48" gage.
Ft. Hanford (Centertown)—Riverside Coal, ?
Ft. Knox—U.S. Army rr., ?
Fourseam (Hazard)—Fourseam Coal, 6 trolley locos, 200 wood mine cars, 44" gage.
Gail (Hyden)—Kentucky Maid Coal, shuttle cars.
Garrard (Manchester)—Carolina Coal Sales, locos, shuttle cars, mine cars, 42" gage.
Garrett (Wayland)—Evans Elkhorn Coal, 4 trolley locos, 2 shuttle cars, 40 steel mine cars, 44" gage.
Gatliff—Reaves Dixie Gem Coal, 5 locos, 41 mine cars, n.g.
Gault (Hima)—New White Coal, locos, mine cars.
Glenbrook (Keokee, Va.)—Stonega Coke & Coal, 6 trolley locos, 8 shuttle cars, 450 mine cars, 44"
Grays Knob—V&C Coal, one loco, shuttle cars, 50 mine cars, 48" gage.
Greenleaf (Manchester)—Shamrock Coal, locos, mine cars.
Green Ridge (Hazard)—Green Ridge Coal, 3 locos, 100 mine cars, 42" gage.
Harold (Pikeville)—Floco Mining, 6 locos, 8 shuttle cars, mine cars; Harold Fuel, 5 trolley locos, 44"
Harveyton—Harvey Coal, tram locos, 8 battery locos, 300 steel mine cars 48" gage.
Hatfield—Kentucky-Winifrede Coals, 2 locos, 46 mine cars.
Hebe (Letcher)—Camp Fork Coal, locos, mine cars; (Whitesburg) Gem Elkhorn Coal, shuttle cars; Glo-Elkhorn Coal Mining, 10 locos, mine cars.
Heidelberg (Beattyville)—Congleton Bros., 8 locos, 100 mine cars, 42" gage.
Hi-Hat—Hi-Hat Elkhorn Coal, 3 locos, 20 shuttle cars, 200 mine cars, 44" gage.
Hilo (High Splint)—High Splint Coal (17 miles), 16 trolley locos, 8 shuttle cars, 400 steel mine cars, 44" gage.
Hopkinsville (Ft. Campbell)—U.S. Army rr., ?
Jackson—H.C. Vires Coal, locos, mine cars, 42"
Kenvir (Harlan)—Mill Ridge Coals, locos, mine cars, 48" gage.
Kosmosdale—Kosmos Portland Cement, one GE 150-hp des.
Laurel (Garrard)—Liberty Coal, locos, mine cars, n.g.
Laviers (Seco)—South-East Coal, trolley locos, shuttle cars, 200 mine cars, 42" gage.
Leatherwood—Blue Diamond Coal, trolley locos, shuttle cars, mine cars, 48" gage.
Leckieville (Williamson, W. Va.)—Osborne Mining, locos, shuttle cars, mine cars.
Lennut (Combs)—Old Kentucky Coal, 4 locos, 100 mine cars.
Lewis (Evarts)—Yocum Creek Coal, 42" gage, ?
Liggett—Perkins-Harlan Coal, locos, shuttle cars, 44" gage.
Ligon (Drift)—Imperial Elkhorn Coal, locos, 42"
Lothair—Lothair Coal, 3 trolley locos, 70 mine cars, 48" gage.
Louisville—Keynolds Metals, ?
Lovely—Webb's Coal & Mining, locos, mine cars, 42" gage.
Lowmansville—Tutor Key Coal, 2 locos, 38 mine cars, 42" gage.
Madisonville—Coiltown Mining, 12 shuttle cars; West Kentucky Coal, shuttle cars.
Majestic—Majestic Collieries, 20 trolley locos, 100
Manchester—Eagle Branch Coal (Hornsby mine), locos, mine cars, 36" and 42" gage; Eagle Branch Coal (Smith mine), locos, mine cars, 36" and 42" gage; Maggard Mining, 2 locos, 44 mine cars, 42"
Marlew (Manchester)—Howard & Boone Coal, 6 locos, 101 mine cars.
Marrowbone Creek (Regina)—J.C. Collieries, one loco, 30 mine cars.
Marrowbone—Republic Steel, trolley locos, shuttle cars, steel mine cars, 42" gage; Terrance Elkhorn Coal, 3 locos, 30 mine cars.
Martin (Drift)—Guaranty Mines, elec. locos, 42" gage; Regal Elkhorn Coal, locos, 42" gage.
Maytown (Drift)—Liberty Elkhorn Mining, elec. locos, 42" gage.
Merna (Coalgood)—Mary Helen Coal, 4 trolley locos, 15 shuttle cars, 200 drop bottom cars, 42"
Mikegrady—Russell Fork Coal, shuttle cars.
Morcoal (McAndrews)—West Virginia-Kentucky coal, 5 locos, 5 shuttle cars, 100 mine cars, 44" gage.
Moss Hill (Madisonville)—Bell & Zoeller Coal, 5 shuttle cars.
Nampa (McCarr)—M&B Collieries, 5 locos, 41 mine cars, 42" gage.
Nolan (Borderland, W. Va.)—Borderland Collieries (6 miles), 9 trolley locos, 150 steel mine cars, 48" gage.
Nortonville (White Plains)—Blue Flame Coal, 2 locos, 2 shuttle cars, 30 mine cars.
Nugym (Pineville)—C&C Coal (8 miles), 12 locos, mine cars.
Olga (Manchester)—Kentucky Mountain Coal, 4 motors, 60 mine cars, n.g.

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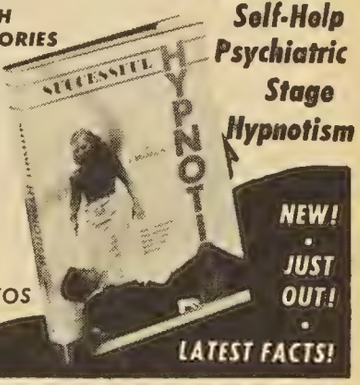

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Oriole (Madisonville)—Bell & Zoeller Coal, 14 shuttle cars, 42" gage.
Ownsboro—Green River Steel, one loco, 10 cars.
Oz (Cooperative)—Stearns Coal & Lumber (Mine 16), 3 locos, 100 mine cars, 42" gage; Stearns Coal & Lumber (other mine), locos, shuttle cars, 100 mine cars, 42" gage.
Pikeville—Alma Coal, locos, mine cars; Charlotte Elkhorn Coal, 8 locos, 75 mine cars, 42" gage; Dixie Mining, 6 locos, 4 shuttle cars, 30 mine cars, n.g.
Polly (Seco)—South-East Coal, trolley locos, 50 mine cars, 48" gage.
Pond Creek (Greenville)—Beech Creek Coal, 2 locos, 3 shuttle cars, 25 hopper cars, 42" gage.
Powerful (Mannington)—Nashville Coal, 5 trolley locos, 8 shuttle cars, 54 steel mine cars, 48" gage.
Price (Wheelwright)—Inland Steel, shuttle cars.
Radco (Jackson)—Ten Mile Coal, 5 locos, 50 mine cars, 42" gage.
Red Glow (Manchester)—Red Glow Coal, 6 locos, 40 mine cars.
Richmond (Blue Grass Ordnance Depot)—U.S. Army rr., ?
Rose Valley (Manchester)—Rose Coal, 5 locos, 6 shuttle cars, 150 mine cars, 42" gage.
Roxana—East Kentucky Coal, 3 locos, 20 mine cars, 42" gage.
Rue (Lendrue)—Imperial-Harlan Coal, 5 trolley locos, 48" gage.
Russell—Koppers, ?
Samson (Dries)—Floyd Elkhorn Coal, locos, 42" gage.
Sassafras (Whitesburg)—Little Shepherd Coal, 2 locos.
Scuddy—F&D Coal, 2 locos, 40 mine cars, 48"
Sharondale (Toler)—Loftis Coal, 10 shuttle cars.
Shelby—Shelby Seam Coal, 3 locos, 37 mine cars. 42" gage; Kinney Elkhorn Coal, 3 locos, a shuttle cars, 450 mine cars, n.g.
Shelby (Pikeville)—J&J Coal, 2 locos, 3 shuttle cars, 424 mine cars, 42" gage.
Sibert—Hacker Coal, one loco, 4 shuttle cars, 8 mine cars.
Sixseam (Dawson Springs)—Dawson Collieries (1½ miles), battery locos, trolley locos, shuttle cars, mine cars, 42" gage.
Sloans Branch (Pikeville)—L&B Coal, shuttle cars; Terrace Elkhorn Coal, one loco, 10 shuttle cars, mine cars, n.g.
Spring Fork, Quicksand Creek (Evanston)—Inland Creek Coal, 6 locos, 315 mine cars, 48" gage.
Stoker (Scuddy)—O&P Coal, 4 locos, mine cars, 48" gage.
Stone—Eastern Coal, 6 locos, 4 shuttle cars, 30 mine cars, 44" gage.
Sturgis—Pittsburgh & Midway Coal Mining, 4 shuttle cars.
Sutton (Elkhorn City)—Sunbeam Coal, shuttle cars.
Tilford—Blue Diamond Coal, trolley locos, shuttle cars, mine cars, 48" gage; Jewell Ridge Coal, 6 trolley locos, 13 shuttle cars, 300 steel mine cars, 44" gage.
Virgie—New Virgie Coal, 2 locos, 5 shuttle cars, mine cars.
Wayland—Evans Elkhorn Coal, 32 trolley locos, 6 shuttle cars, 600 steel mine cars, 42" gage.
Whitesburg—Blackey Gem Coal, one loco; Electric & Machine Supply, ?; Gem Elkhorn, 10 locos, mine cars.
Wilder—Acme-Newport Steel, diesels and cars.
Yancey—Harlan Fuel, 21 trolley locos, shuttle cars, 400 mine cars, 42" gage.

Louisiana

Ada—Woodward-Walker Lumber, gas 0-6-0.
Ansley—Davis Bros. Lumber, ?
Arcola—Morse & Ory Sand & Gravel, one Plymouth 0-6-0 des.
Baton Rouge—Ethyl Corp., one GE des; Ideal Cement, one Plymouth gas 0-4-0; Union Tank Car, one Trackmobile.
Belle Rose—Lula Plantation, 3 4-wheel diesels, 150 4-wheel cars, 36" gage; (Lula Plantation) Celotex, one Plymouth 5T gas 0-4-0, one Plymouth 7T gas 0-4-0, one Plymouth 10T gas 0-4-0.
Bogalusa—Crown-Zellerbach, Gaylord Container (75 mi.) 2 Alco 1500-hp des, 2 elec. motors, 3 loco cranes, 200 pulpwood cars, 2 cabooses.
Bossier City—T. J. Moss Tie, one gas loco; (Barksdale AFB) U.S. Air Force rr., one diesel.
Cinclare—Cinclare Central Factory (5½ mi.), one GE 380-hp des, one Plymouth gas 0-4-0, 53 gondolas.
Destrahan—American Refining, ?
Dixie—Holloway Gravel, 2 home-made diesels.
Edgard—Caire & Graugnard, one Plymouth gas 0-4-0.
Elizabeth—Caicasieu Paper, 2 2-6-2's.
Enon—Willis Shore Line R.R. (¾ mi.), one 4-6-0.
Erath—Vermilion Sugar, one 4-4-0, one 4-6-0, one Plymouth 0-4-0 dh.
Fisher—Fisher Hardwood, one 2-6-2 woodburner.
Fluker—Charles Black Sand & Gravel, one 0-6-0.
Fontenot—Gifford Hill, one diesel; Witte Gravel, one diesel.
Ft. Polk—U.S. Army rr. ?
Gifford—Gifford Hill, one diesel.
Jackson—Jackson Railway Transp., one gas loco.
Lake Charles—Olin Mathieson Chemical, 2 gas 0-4-0's; U.S. Air Force rr., ?
Long Leaf—Crowell & Spencer Lumber, 2 4-6-0,'s

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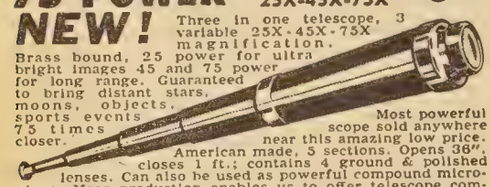

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one 2-8-0, line abandoned.

Lottie—T. L. James Construction, 3 gas 0-4-0's.

Franklinton—Green Bros. Gravel, 3 0-6-0's, one 4-6-0.

Godchaux (Raceland)—National Sugar & Refining, one Adamson gas 0-4-0.

Holly Ridge—George B. Franklin Lumber, one Heisler, line abandoned.

Lacombe—Green Bros. Gravel, one 0-6-0.

Manchac—Roseland Box, one Plymouth-GM 0-4-0 diesel.

Marrero—Celotex, one GE 300-hp des.

Mathew—Celotex, one Plymouth 7T gas 0-4-0, 20 4-wheel flatcars; South Coast, one Plymouth gas 0-4-0, one Porter 0-6-0 des.

McCall—Celotex, 3 Plymouth gas 0-4-0's, 25 4-wheel flatcars.

Monroe—Ford, Bacon & Davis, diesels.

Napoleonville—Glenwood Plantation, one propane Davenport 0-4-0, 11 gondolas.

New Orleans—Lone Star Cement, 2 GE 150-hp des, one GE 300-hp des; the N.O. Coal & Bisso Towboat, one 0-6-0; Sewerage & Water Board (1¼ mi.), one Plymouth gas 0-4-0, one elec. 0-4-0, one compressed air 0-4-0, one trolley loco crane, 3 hopper cars; Southern Scrap Material, one diesel.

New Orleans (Algiers)—U.S. Navy rr., ?; (Delta Shipyard) U.S. Navy rr., one gas 0-4-0.

Oakdale—Hillyer-Deutsch-Edwards, 2 GE 150-hp des.

Patoutville—M.J. Patout & Son, 3 0-4-4T's, 36" gage.

Plaquemine—Kansas City Bridge, one Plymouth gas 0-4-0; St. Louis Sugar Co-op, one 0-4-4T, line abandoned.

Pontchatoula—King & Lynn Line (300 ft.), one 0-4-0T (36" gage), one 0-4-2T (30" gage), one caboose (36" gage); Louisiana Cypress Lumber, one 2-6-2, one 2-8-0, one tank car, caboose.

Rapides (England AFB)—U.S. Air Force rr., ?

Reserve—National Sugar & Refining, one 0-4-41, 36" gage.

Roseland—Anderson Sand & Gravel, one Plymouth diesel 0-6-0.

St. James—Celotex, one Plymouth 7T gas 0-4-0, 5 4-wheel flatcars; St. James Sugar Co-op, one gas 0-4-0.

Salsburg—Southdown Sugars, one AC gas 0-4-0.

Shiloh—Morse & Ory Sand & Gravel, one Plymouth diesel 0-6-0.

Shreveport—Olin Mathieson Forest Products, one Plymouth gas 0-4-0; Olin Mathieson Chemical (poleyard), 2 gas 0-4-0 (std.), one gas 0-4-0 (36" gage), 36" gage cars; Wilkes & Western R.R., one Plymouth gas 0-4-0.

Slidell—Slidell Brick & Tile, one 0-4-4T, one gas 0-4-0, 15 4-wheel cars (30" gage), one trolley flat motor (15 ft. gage).

Southdown (Houma)—Southdown Sugars, one Plymouth gas 0-4-0.

Southport—American Creosote, one GM 300-hp des, 5 loco cranes.

Starka—Jefferson Lake Sulphur, ?

Sterling (Franklin)—Celotex, 2 Plymouth gas 0-4-0's, 10 4-wheel flatcars.

Sun—Holloway Sand & Gravel, one Plymouth gas 0-4-0, Kivette-Reel Sand & Gravel, one 0-4-0T, one Brookville 0-4-0 diesel.

Tallulah—Chicago Mill & Lumber, 2 2T Heislers, one GE 600-hp des, one gas 0-4-0.

Thibodaux—Southdown Sugars, one Plymouth gas 0-4-0.

Vacherie—Celotex (one mi.), one Plymouth 5T gas 0-4-0, one Plymouth 10T gas 0-4-0, 20 cars; Southdown Sugars, one Vulcan gas 0-4-0.

Valde Rouge (Woodworth)—Holloway Midstate Materials, one 2-6-0 woodburner, one 4-6-0, one 0-4-0 diesel.

Waterproof—Chicago Mill & Lumber, ?

Westfield (Paincourtville)—Celotex, 2 Plymouth 10T gas 0-4-0's, 18 4-wheel flatcars.

Westfield—Dugas & LeBlanc (5 mi.), one 0-4-4T, one 0-6-2T, one McCormick-Deering gas 0-4-0, 183 4-wheel gondolas, 2 4-wheel flatcars, one work car (30" gage), one diesel 0-4-0, st. gage.

West Minden—Gifford Hill, one gas 2-6-0.

West Monroe—Monroe Sand & Gravel, one 2-8-0, one GE 380-hp des; Olin Mathieson Forest Products, one 0-6-0, one 2-6-2.

Westwego—Westwego Salvage, ?

Woodworth—Alexandria Gravel, one 4-6-0; Fitzgerald Gravel, one 0-6-0T.

Zimmerman—Bentley Lumber, ?

Maine

Ashland—Great Northern Paper, one diesel.

Augusta—Scott Paper (one mi.), one Plymouth gas 0-4-0.

Bath—Kennebec Wharf & Coal, one Alco 900-hp des.

Eagle Lake—unknown lumber rr. (6 mi.), one 4-6-0, one 2-8-0, log cars, requires airplane or guide to reach.

Frankfort—Gunchi & Ellis (½ mi.), one Plymouth gas 0-4-0.

Kennebunkport—Seashore Trolley Museum, 12 interurbans, 32 streetcars, one subway car, 6 exp. motors, one trolley crane, work motors, one Ply. gas 0-4-0, one horsecar, one cable car, one railgrinder, one dump motor, 2 work motors, one boxcar, one caboose, 9 flatcars.

Kittery—U.S. Navy rr. (2 mi.), 2 or 3 GE 380-hp des.

Limestone—U.S. Air Force rr., diesels, one snowplow, one caboose.

Millinocket—Great Northern Paper, GE and GM diesels.

North Twin—Great Northern Paper, one GE 300-hp des, one snowplow, cars.

Presque Isle—U.S. Air Force rr., ?

Stonington—Deer Island Granite, 2 0-4-0T's.

Thomaston—Dragon Cement (one mi.), one diesel 0-4-0.

Woodland—St. Croix Paper (one mi), one or 2 GE 380-hp des.

Maryland

Aberdeen—U.S. Army Ordnance rr., ?

Baltimore—Armco Steel, ?; Baugh Chemical, one diesel; Crown Cork & Seal, one Whitcomb 200-hp des; Koppers, ?; Maryland Slag, one 0-6-0; Procter & Gamble, ?; U.S. Army Transportation Corps, locos and cars; (6 mi. east) Eastern Stainless Steel, ?

Branchville—Smith Sand & Gravel, one 0-4-0T, one 0-4-2T.

Conowingo—Susquehanna Power, one Plymouth gas 0-4-0.

Curtis Bay (Baltimore)—Olin Mathieson Chemical, ?

Ft. Ritchie—U.S. Army rr., ?

Hagerstown—Koppers, ?

Lime Kiln—Alpha Portland Cement, ?

Lonaconing—George's Creek Coal & Land, 2 elec. locos.

Luke—W. Virginia Pulp & Paper, ?

Patuxent (Naval Air Station)—U.S. Navy rr., one Whitcomb 600-hp des.

Sparrows Point—Bethlehem Steel, diesels and cars.

Security—N. American Cement, 3 0-4-0's.

Silver Springs—Potomac Electric Power, one 0-4-0T.

Union Bridge—Lehigh Portland Cement, ?

Vindex—Garrett Coal, 5 trolley locos, one battery loco, 25 drop-bottom cars, 125 end-dump cars.

Williamsport—Potomac Edison, one 0-4-0T.

Massachusetts

Ayer (Ft. Devins)—U.S. Army rr., ?

Boston—Lummus, 2 diesels; U.S. Navy rr., ?

Charlestown—New England Coal & Coke, one 0-4-0T.

Chicopee Falls—U.S. Rubber, one diesel.

Edaville (S. Carver)—Edaville R.R., one 0-4-4T, 2 2-4-4T's, one Plymouth gas 0-4-0, one Whitcomb 0-4-0, one Reo railbus, one Ford railbus, 2 Model T Ford railcars, one parlor car, 12 coaches, 3 express cars, 8 boxcars, 4 cabooses, one snowplow, 15 excursion cars, all 24" gage. Also on display 4 0-4-0T's (42" gage), one 2-8-0 (30" gage), one Climax, one streetcar, one 2-6-0, one diesel train, one baggage car, one coach, one observation (std. gage).

Everett—Eastern Gas & Fuel Associates, 2 0-8-0's, 2 GE 500-hp des, 3 GE 550-hp des; Monsanto Chemical, one 0-4-0T.

Forge Village—Fletcher Quarries, 2 0-6-0's.

Ludlow—Ludlow Mfg. & Sales, one 150-hp des.

Lynn—General Electric, 2 GE 150-hp. des.

Milford—Dodd Quarries, one elec. loco.

Mt. Tom (Holyoke)—Holyoke Water Power, one GM 600-hp des.

Norwood—George H. Morrill, ?

Palmer—Colorado Fuel & Iron, one 0-4-0T, one loco crane, cars.

Pittsfield—General Electric, one GE des.

South Boston—South Boston Iron & Scrap, one Brookville gas 0-4-0, one Plymouth gas 0-4-0.

Wakefield—Pleasure Island & Western R.R. operating steam loco and coaches (24" gage).

Watertown—Manning, Maxwell & Moore, one Plymouth gas 0-4-0; U.S. Arsenal rr., ?

West Chelmsford—H. E. Fletcher, ?

Westover AFB (Chicopee Falls)—U.S. Air Force rr., diesels.

West Springfield—General Electric, one 150-hp des; Gilbert & Barker Mfg., one GE 150-hp des; Western Massachusetts Electric, 2 GE 150-hp des, one GE 500-hp des.

Whitinsville—Whitin Machine, ?

Worcester—American Steel & Wire Div. of U.S. Steel, diesels; Norton Grinding, 2 fireless 0-6-0's; Worcester County Electric, one 0-4-0T, 2 GE 550-hp des.

Michigan

Ahmeek—Calumet & Hecla, one 0-6-4T, 5 diesels.

Allen Park—Nicholson Terminal & Lock, one diesel and 2 0-6-0's.

Alabaster—U.S. Gypsum, four 300-hp des.

Alpena—Huron Portland Cement, ?; Thunder Bay Quarries, ?

Ann Arbor—Northwoods R.R. (H. F. Allen), steam locos, 36" gage; U. of Mich. Ry. (1 mi), one Plymouth gas 0-4-0, one diesel.

Bay City—Industrial Brownhoist, ?

Cedarville—Mich. Limestone Div. of U.S. Steel, diesels.

Cement City—General Portland Cement, ?

Comstock—Consumers Power, one GE 470-hp des.

Detroit—American Motors, ?; Edward G. Budd, one diesel; Detroit Edison (Connors Creek), one diesel; Detroit Edison (Del Rey) (9½ mi.), 2 GM 1200-hp des, 2 loco cranes, one tank car, 2 flatcars, one well car, one boxcar, 24 gondolas, 34 hopper cars; Detroit Harbor Terminals (2 mi.), one diesel, 5 locos, cranes.

Detroit—Detroit Steel, ?; C. Healy Construction, one gas 0-4-0; McLouth Steel, ?; U.S. Rubber, ?; (Ft. Wayne), Great Lakes Steel ?; U.S. Army, (½ mi.), one gas 0-4-0.

Dundee—Dundee Cement, one Plymouth dh 0-4-0.

Ecorse—Great Lakes Steel, GM diesels, cars.

Flint—Buick Div. of GM, one diesel.

Gibraltar—McLouth Steel, ?

Green Oaks-American Aggregates, one 500-hp des (ex-elec. loco), 3 other des all ex-elec. motors.

(Continued on page 54)

M. Martin, 958 W. King St., Winona, Minn.
Smallest CGW diesel, No. 1 (0-6-0). (Right) F-7 EMD 6-unit diesel power passes through Graf, Iowa, with 193 loads of Chi. Great Western freight.

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CHICAGO GREAT WESTERN RAILWAY

Locomotive roster compiled by Sy Reich

RR. Class	Road Nos.	HP	Builder	Model	Wheel Arrang't	Tract. Effort	Weight	Date
?	1	?	Baldwin	?	0-6-0	?	?	1925
D-1	2-4	800	WH	?	?	?	?	1934
D-2	5-7	600	GM-EMC	SC	B-B	50,000	200,000	1936
D-3	8-10	1000	Alco-GE	S2	B-B	57,650	230,600	1947
D-2	11-15	660	Alco-GE	S1	B-B	49,500	198,000	1948
D-3	16-31	1000	GM-EMD	NW2	B-B	62,000	248,000	1948-9
D-3	32-41	1000	BW	DS 4-4-1000	B-B	58,750	235,000	1949
D-3	42	1000	GM-EMD	NW2	B-B	62,000	248,000	1949
D-5	50-57	1500	Alco-GE	RS-2	B-B	60,990	243,960	1949
D-4	58A, B-66A, B	2000	GM-EMD	TR2	(B-B)x(B-B)	124,000	496,000	1948-9
D-7	101A, C-112A, C	1500	GM-EMD	F3A	B-B	57,500	230,000	1947-8
D-7	101B-112B	1500	GM-EMD	F3B	B-B	57,500	230,000	1947-8
D-7	101D-104D	1500	GM-EMD	F5B	B-B	57,500	230,000	1949
D-7	105D-112D, 113B, D-116B, D, 116E, F, G	1500	GM-EMD	F7B	B-B	57,500	230,000	1949-51
D-7	113A, C-115A, C	1500	GM-EMD	F5A	B-B	57,500	230,000	1949
D-7	116A, C	1500	GM-EMD	FP7A	B-B	64,500	258,000	1951
D-6	120-121	1500	GM-EMD	GP7	B-B	60,000	240,000	1951
D-7	150-152	1500	GM-EMD	F5A	B-B	57,500	230,000	1948-9
D-7	153-156	1500	GM-EMD	F7A	B-B	57,500	230,000	1949
——	1000	300	McKeen	——	?	?	?	1910

Based on data from CGW's General Manager, roster is accurate as of Aug. 31, 1962. Locomotive builders: WH, Westinghouse; GM-EMC, General Motors, Electro Motive Corp.; Alco-GE, American Locomotive Co.-General Electric; GM-EMD, General Motors-Electro Motive Div.; BW, Baldwin-Westinghouse. Units 3 and 4 scrapped or sold. Unit 5 rebuilt to SW900 and reclassed D-3 in 1957. Unit 7 sold or scrapped.

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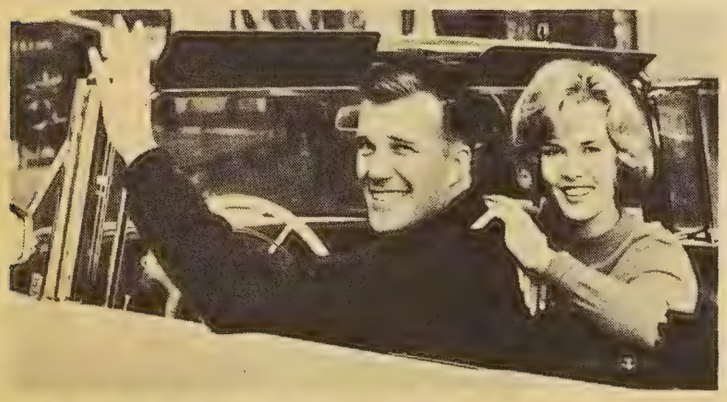

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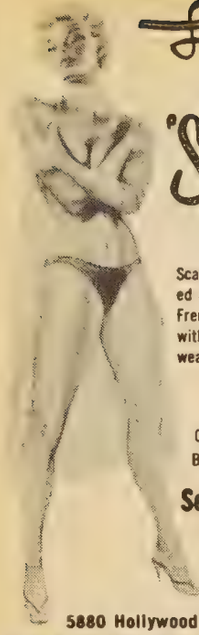

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Hancock—Quincy & Torch Lake R.R. (6 mi. plus sidings), 2 2-6-0's, 2 2-8-0's, one snowplow, one flanger, one caboose, flatcars, ore cars, dumpcars, 36" gage, not in operation.

Hersey—Wallace Stone, one GE 300-hp des.

Hubbell—Calumet & Hecla, 4 diesels.

Iron Mountain—Oliver Iron Mining, one 0-8-0, 20 Alco and GM diesels.

Jackson—Spartan, ?

Kalamazoo—KVP Sutherland Paper, one GE 150-hp des.

Ludington—Henry Marek, one 2-6-0.

Marquette—Cliffs-Dow Chemical, 2 small diesels.

Midland—Dow Chemical, diesels, cars.

Middleville—Museum of Steam Propulsion, one 2-8-2.

Marysville—Detroit Edison, one diesel, 2 loco cranes.

Monroe—Detroit Edison, one diesel 0-4-0; France Stone, one Mack gas 0-4-0, cars.

Montague—Hooker Electrochemical, ?

Musekgon Heights—Manning, Maxwell & Moore, one Whitcomb 4-wheel diesel, flatcars, 4-wheel cars.

Nahma—Nahma & Northern R.R., one 2-6-2 on display.

National City—National Gypsum, one diesel.

Ontonagon—Huss-Ontonagon Pulp & Paper, 2 2-6-2's.

Oxford—American Aggregates, 2 500-hp des (ex-elec.).

Petoskey—Penn-Dixie Cement, one 0-4-0T, one GE 150-hp des, one GE 300-hp des.

Port Inland—Inland Lime & Stone (7 mi. plus sidings), one 2-8-2, 4 or 5 elec. dump motors, 40 dumpcars.

River Rouge—Ford Motor (105 mi.), 19 Alco and GM diesels, 150 cars; Great Lakes Steel, diesels.

Rogers City—Mich. Limestone Div. of U.S. Steel, ?

Sault Ste. Marie—Cadillac-Soo Lumber, one diesel; Carbide Power, one 0-4-0T, one 0-6-0T, one Whitcomb 500-hp des.

Selfridge AFB (Mt. Clemens)—U.S. Air Force rr., ?

Soo Junction—Tahquamenon R.R. (5½ mi.), several Plymouth gas 0-4-0's, open passenger cars, 24" gage.

Trenton—Detroit Edison, one diesel; McLouth Steel, several GM des, cars.

Warren—Jones & Laughlin Steel, 3 GE 300-hp des.

Wyandotte—Sharples Chemical, 2 locos.

Minnesota

Anoka—Federal Cartidge, 2 diesels.

Aurora—Erie Mining (73 mi. plus sidings), ?

Babbitt (Silver Bay)—Reserve Mining, ?

Bovey—Balkan Mining, ?

Calumet—Jones & Laughlin Steel, ?

Chaska—American Crystal Sugar, one 2-8-0, not in use; Chaska Brick, one 2-8-0, not in use.

Cooley—Butler Bros. Mining, diesels.

Hibbing—Hoyt Mining, ?

Hoyt Lakes (to Taconite Harbor 73 mi.)—Erie Mining (90 mi.), 15 Alco 1800-hp des, 4 BLW 1200-hp des, 11 GM F-9 des, 500 hopper cars.

International Falls—Minnesota & Ontario Paper, one 150-hp des, 2 GE 470-hp des.

Keewatin—Republic Steel, ?

Marble—Mesaba Cliffs Mining, ?

Minneapolis—National Pole & Treating Div. of Minnesota & Ontario Paper, ?; Northern States Power, one diesel.

Moorehead—American Crystal Sugar, ?

New Brighton—U.S. Arsenal, rr., ?

Sartell—St. Regis Paper, ?

Silver Bay—Reserve Mining, ?

St. Paul—Hamm Brewing, one Whitcomb 190-hp des; Koppers, 2 0-6-0's.

Steelton (W. Duluth)—American Steel & Wire Div. of U.S. Steel, 5 0-6-0's, one 0-8-0, 2 0-4-0T's, diesels.

Taconite—Balkan Mining, ?

West Duluth—Interlake Iron, one 0-6-0, diesels.

West Hibbing—Hoyt Mining, one 0-6-0, diesels; Mahoning Mining, ?; Oliver Mining, ?

Mississippi

Brandon—Marquette Cement. ?

Columbus—U.S. Air Force rr., ?

Crystal Springs—Troxler Gravel, 2 0-6-0's, one 0-6-0, two 0-8-0's.

Fernwood—American Creosote Works, one GE 150-hp des.

Georgetown—Green Bros., Gravel, one 2-8-2, one Plymouth gas 0-4-0.

Gulfport—Mississippi Power, one GE des.

Laurel—Masonite, one 0-6-0, one GE 380-hp des, 100 pulpwood cars.

Picayune—Crosby Goodyear, one 2T Shay wood-burner, one home-made gas 0-4-0.

Missouri

Cape Girardeau—Marquette Cement Mfg., ?

Crystal City—Pittsburgh Plate Glass, ?

Glencoe—Missouri Aggregates, one diesel 0-4-0.

Grandview—U.S. Air Force rr., ?

Herculaneum—St. Joseph Lead, 2 GE 600-hp des, one GE 300-hp des.

Joplin—International Paper, one 0-4-0T, 2 Whitcomb gas 0-4-0's, one Plymouth gas 0-4-0.

Kansas City—Farmers Union Jobbing, one Plymouth dh 0-4-0; General Supply, one Whitcomb 380-hp des; Sheffield Steel Div. of Armco Steel, 2 Alco 660-hp des, several GE des, loco cranes, cars; U.S. Army Quartermasters rr., ?; K.C. Power & Light, one GE 380-hp. des.

Ladue—Kansas City Power & Light, one GE 380-hp des.

Leeds, Kansas City)—Koppers, ?

Newburg (Ft. Leonard Wood)—U.S. Army rr., ?

North Kansas City—Corn Products, one diesel.

Pacific—Pacific Pebble, one 0-4-0, one gas loco; St. Louis Material & Supply, one 0-6-0.

St. Charles—ACF industries, ?

St. Louis—Alpha Portland Cement, ?; ACF Industries, ?; Great Lakes Carbon, one diesel; La-Clede Gas, ?; Missouri Portland Cement, several Whitcombs, cars; Procter & Gamble, ?; St. Louis Car, one elec. loco, cars; Scullin Steel (7¼ mi.), 3 or 4 diesels, cranes, cars; Union Electric, ?

Sugar Creek—Missouri Portland Cement, one GE diesel, cars.

Whiteman AFB—U.S. Air Force rr., ?

Montana

Anaconda—Anaconda, ?

Bonner—Anaconda Copper Mining (16 mi.), one 3T Shay, one 3T Willamette (line out of service).

Billings—Great Western Sugar, one 0-4-0T.

Carpenter Creek—Mountain States Mining, 4 locos, 100 mine cars, 42" gage.

Drummond—International Minerals & Chemicals, ?

Great Falls—Anaconda, ?; (Malmstrom AFB) U.S. Air Force rr., ?

Heath—U.S. Gypsum, ?

Lewis & Clark Caverns—State Park, 1½ miles, one 4-wheel gas, one coach, also Incline Ry.

Libby—J. Neils Lumber (2 mi.), one diesel, 2 Shays.

Missoula—American Crystal Sugar, one 0-4-0T.

Red Lodge—Brophy Coal (one mi.), 2 battery locos, 2 shuttle cars, 16 mine cars, 36" gage.

Roundup—Roundup Mining (14 mi.), 13 trolley locos, 4 shuttle cars, 225 wood mine cars, 42" gage.

Silver Bow—Anaconda, ?

Trident—Ideal Cement, ?

Nebraska

Bayard—Great Western Sugar, one 0-4-0T.

Ft. Robinson—U.S. Army rr., ?

Gering—Great Western Sugar, one 0-4-0T.

Grand Island—American Crystal Sugar, ?

Kearney—U.S. Air Force rr., ?

Louisville—Ash Grove Lime & Portland Cement, one GE 150-hp des, one GE 300-hp des.

Lyman—Great Western Sugar, one 0-4-0T.

Mitchell—Great Western Sugar, one 0-4-0T.

Omaha—Omaha Public Power District, one GE 300-hp des.

Scottsbluff—Great Western Sugar, one 0-4-0T.

Superior—Nebraska-Kansas R.R. (Ideal Cement) (3 mi.), one 0-6-0, one 0-6-0T.

Nevada

East Ely—Kennecott Copper, 8 Alco 1500-hp des.

Empire—U.S. Gypsum, ?

Gerlach—U.S. Gypsum, several GE 600-hp des.

Jackass Flats—Atomic Energy Commission, one diesel, remote controlled.

Las Vegas—Santa Barbara Tie & Pole, ?; (Nells AFB) U.S. Air Force rr., ?

Ruth—Kennecott Copper, ?

Yerington—Standard Slag, ?

New Hampshire

Beebe River—Draper, 2 Plymouth gas 0-4-0's.

Blackmount—Blackmount & Haverhill, one 2-4-2T, one coach.

Groveton—Groveton Paper, several saddle-tank locos.

Lincoln—East Branch & Lincoln R.R. (Franconia Paper), one GE 380-hp des, one 0-4-0T.

Nashua—Koppers, ?

N. Walpole (Keene)—Monadnock, Steamtown & Northern RR., one each of 4-6-2, 4-4-4, 4-8-2, 4-6-4T, 4-6-0, 2-8-0, 2-6-0, 0-6-0, and 0-4-0T, 61 coaches, all st. gages, also on display 36" gage 4-4-0T, 2-6-2T, and 2-6-0.

North Woodstock—White Mountain Central R.R. (Clark's Trading Post) (½ mi.), one 0-4-0T, one Climax, one Heisler, one Shay, 2 streetcars, 2 cabooses, excursion cars.

Penacook—Stratton, ?

New Jersey

Barber—American Smelting & Refining, Vulcan 0-4-0 des, cars, 24" gage.

Bayonne—U.S. Navy rr., one diesel.

Belle Meade—U.S. Army rr., ?

Belleville—Walter Kidde Construction, ?

Berlin—Dela. Valley Short Line Museum, 3 streetcars, one streetcar body.

Boonton—E. F. Drew, one diesel, one crane.

Bound Brook—Houddille Const. Materials, one diesel.

Burlington—Public Service, ?

Camden-New York Shipbuilding, one GE des; Public Service, one GE diesel.

Carteret—Metal & Thermite, one GE 300-hp des.

High Bridge—All Black River & Western equipment was moved here from Chester, N.J., last August and is stored, mostly at Taylor-Wharton Steel. Line's future is uncertain. May become a common carrier if a trackage deal goes through. Has one 2-6-0, one 4-wheel caboose, one exp.-bag. car, 2 combines, one coach, one business car.

Clifton—Major Car, ?

Dover—Picatinny Arsenal, one Atlas 30T gas-elec. loco, cars.

Elizabethport—Singer Mfg., one gas 0-4-0; Deluxe Reading Mfg., one Trackmobile.

Farmingdale—Ironton Engine, battery locos.

Florence—Florence Pipe Foundry & Machine, one diesel.

Ft. Dix—U.S. Army rr., ?

Ft. Monmouth—U.S. Army rr., ?

Freehold (4 mi. north)—Pine Creek R.R., one 0-4-0T, one 2T Shay, one log car, one open excursion car, one 4-wheel caboose, one 2-6-0, 36" gage. On display 2 0-4-0T, and 0-6-0T.

Harrison—Worthington, one diesel, cars.
High Bridge—Taylor Wharton, one diesel.
Kearny—Koppers, 3 GE des; Public Service, one diesel.
Kenilworth—Consolidated Steel & Aluminum Fence, one diesel.
Kenvil—Ferro-Monte R.R. (1½ mi.), ?
Martinsville—North Jersey Quarry, one Vulcan
Mahwah—American Brake Shoe, one diesel, cars, des.
Parlin—Hercules Powder, one Whit. 400-hp des.
Perth Amboy—International Mining & Refining (2 mi.), diesels, cars, 42" gage.
Phillipsburg—Warren Foundry & Pipe (4 mi.), one GE 380-hp des, 2 cranes.
Ridgewood Public Service, one GE 500-hp des.
Roebling—John A. Roebling Sons, one GE 150-hp des, one GE 300-hp des.
Sayerville—Sayre & Fisher Brick, 42" gage, ?
South Hackensack—Turner Construction, 2 diesels.
South Kearny—Western Electric, ?
Wood-Ridge—Curtis-Wright, 2 GE 300-hp des.

New Mexico

Bernalillo—New Mexico Timber (10 mi.), ?
Gallagher—U.S. Air Force rr., ?
Holloman AFB—U.S. Air Force rr., one GE 400-hp des.
Koehler (Raton)—Kaiser Steel, 9 trolley locos, 2 battery locos, 11 shuttle cars, 94 mine cars, 48"
Las Cruces (White Sands Missile Range)—U.S. Missile Service rr., ?
Loving—U.S. Potash, one 2-8-0, one gas railcar, 2 Vulcan diesels, 36" gage.
Madrid—Albuquerque & Cerrillos Mining, 2 2-8-0's (std. gage), battery locos, (40" gage).

New York

Akron—National Gypsum, mine locos, n.g.
Albany—Niagara Mohawk Power, one diesel.
Alsen—Lehigh Portland Cement, ?
Amsterdam—Bigelow-Sanford Carpet, one GE 150-hp des.
Anaconda (near Black Rock)—American Brass, one diesel.
Bainbridge—New York State Electric & Gas, one diesel.
Batavia—Massey-Harris Ferguson, one diesel.
Buffalo—Semet-Solvay Div. of Allied Chemical, ?; Bliss & Laughlin, ?; Donner Hanna Coke, 2 diesels, hopper cars: Hanna Furnace, 3 diesels: International Car, ?: Republic Steel, one GM 600-hp des, std. and 42" gage; J.H. Williams, one diesel.
Castleton—Ft. Orange Paper (1½ mi.), one Mid-west gas-elec. 400-hp loco.
Catskill—North American Cement, ?
Cementon—Alpha Portland Cement, ?
Cheektowaga—Summer & Co., one Plymouth gas 0-4-0, one Whitcomb gas 0-4-0.
Cooperstown (3 miles north)—Leatherstocking Line RR., one 0-4-0, 2 coaches.
Deferiet—St. Regis Paper, one 4-wheel diesel, one 8-wheel diesel.
Depew—Symington-Gould, one 4-wheel gas Plymouth, cars.
Dresden—New York State Electric & Gas, one diesel.
Dunkirk—Allegheny Ludlum Steel, ?; Niagara Mohawk Power, one diesel.
Elmira—American Bridge Div. of U.S. Steel, one GE diesel.
Geddes (Syracuse)—Crucible Steel, ?

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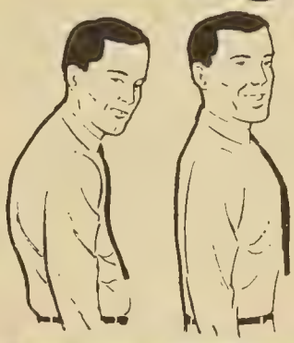

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Measurement around my lower chest is_____inches.

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City_____State_____

Glens Falls—Glens Falls Portland Cement Div. of Flintkote, ?
Hickling Station (near Corning)—New York State Electric & Gas, one Plymouth gas 0-6-0.
Horsehead—Kopper's, one diesel.
Howes Cave—North American Cement, ?
Hudson—Lone Star Cement, ?; Universal Atlas Cement, one Alco 600-hp des.

Former Boston & Maine engineer Nagle Stone, working for Edaville Railroad at South Carver, Mass., is crowded in cab of ex-Monson two-foot-gage locomotive.

Ilion—Remington Arms, ?
Jamesville—Alpha Portland Cement, ?
Johnson City—New York State Electric & Gas, one diesel.
Lackawanna—Bethlehem Steel, one Whitcomb diesel, several Vulcan diesels, 36" 42" and std. gage; Buffalo Slag, one 0-6-0, one 0-4-0T, one GE 300-hp des, one GE 550-hp des, 2 GE 4-wheel diesels, one or more 4-wheel Whitcomb diesels.
Leroy—General Crushed Stone, one 0-4-0T on display (36" gage), one 2-6-0, one 8-wheel des (std. gage); Leroy Lime & Crushed Stone, 3 Plymouth 0-4-0 and 0-6-0 gas locos.
Ludlowville—New York State Electric & Gas, ?
Maspeth, L.I.—Phelps Paper, one diesel.
Massena—Alcoa, one Trackmobile.
Middletown—Empire State Ry. Museum, 200 ft., one 2-6-2, one caboose.
Muttontown (Syosset)—Indian Valley R.R., one 0-4-0T Davenport, one Vulcan gas 0-4-0, cars, 36"

New York (Bronx)—Freedomland, 2 0-4-4T's, one gas 0-4-0, 6 excursion cars, 7 coaches, 2 baggage cars, 24" gage; (Brooklyn) U.S. Navy Yard rr., one Vulcan 0-4-0, one Atlas 50T des (n.g.), cars; (Clifton, SI) Pouch Terminal, one Mack gas-elec. 0-6-0; (Port Agre, SI) Procter & Gamble, one diesel.
Niagara Falls—Electro-Metallurgical, several diesels; Hooker Electro-Chemical, one 150-hp GE des; Olin Mathieson Chemical, ?; Pittsburgh Metallurgical, one diesel; Vanadium Corp., one diesel.
North Tonawanda—Tonawanda Iron Works, 2 GE 380-hp des.
Oakfield—U.S. Gypsum, ?
Olean—Clark Bros., one 4-wheel gas 0-4-0.
Oswego—Niagara Mohawk Power, one diesel.
Prospect—Eastern Rock, one Atlas 30T o-4-0 des.
Rochester—Despatch Shops, 2 GE des; Eastman Kodak, several diesels, cars; General Railway Signal, ?
Rome—(Griffis AFB)—U.S. Air Force rr., ?
Roseton—Central Hudson Gas & Electric, one GE 150 hp-des.
St. Lawrence County (Benson Mines)—Jones & Laughlin Steel, ?
Samoson AFB (Geneva)—U.S. Air Force rr., ?
Sandy Creek—Rail City Museum (1½ mi.), one 2-6-0, one 2-8-0, one 0-4-0T, 2 snow sweeper motors, one work motor, one interurban, one subway car, one horsecar, one baggage car, one combination car, 2 coaches, 3 cabooses (std. gage), one 0-4-0T on display (40" gage).

(Continued in next issue)

This 2-6-0 (Davenport, 1911) is almost the only old steam engine complete in every detail and in commercial service.
A. E. LaSalle, Director, American Railroad Equipment Association

HOBBY CLUB

CHALLENGING a statement in *Railroad Magazine* to the effect that the first locomotive for Cedar Point at Sandusky, Ohio, came from the Louisiana Eastern Railway, A. E. LaSalle writes to us as director of the American Railroad Equipment Association, Box 75, Cherokee, N.C., to say that the Association actually furnished this engine for Cedar Point and that he himself owned her for about 15 years.

Sy Reich

"Our Association's main purpose," he writes, "is to buy, restore, and preserve interesting old railroad equipment. We endeavor to lease, operate, or sell our equipment to persons who will use it in active operation. The locomotive for Cedar Point used to run on a Louisiana plantation and will probably retain her original name, *Maud*. While our Association directed and carried out part of her restoration, certain features such as the pony truck were not done exactly as we had directed. As a result, the completed engine, now a 2-4-4, while attractive, is not entirely correct. We aim to have equipment restored exactly in detail to the period which the restoration represents.

"The Association owns and operates a 2-6-0 Davenport 3-ft. gage locomotive,, the *Albert,* which bears the original name and number 1042. (Photo above.) Built in 1911 for the St. John Plantation at St. Martinville, La., she was named for the head of the plantation at that time and operated there till 1959. She has been restored to the 1875 period. We are proud that she is the only engine in commercial service outside of Disneyland that is complete in every detail, from brasswork to polished wooden cab.

"The Association also owns the business car *Quebec,* which the directors use as office and living quarters while on location for various restoration work. This is probably the oldest business car in operation anywhere. Built in 1879 for the Grand Trunk, it was in Canadian National service until 1959. It is the last business, or private, car we know of with an observation platform at each end."

Train Spotters

BRITISH TRANSPORT POLICE are having trouble with railfans, known as "train spotters." Some hobbyists jam the switch-points with stones, send fake messages to telegraph offices, and roll 4-wheel baggage carts onto the track. Hundreds converge on the Crewe engine terminal each week-end when the weather is fair. "We are swamped with them," a station official says in despair. "They come from all over Britain—and the unruly ones spoil it for the others."

After teen-agers had virtually wrecked the interiors of two Yorkshire-bound trains and annoyed many passengers, the authorities clamped down. Extra police and two police dogs were assigned to stations and excursion trains in the Preston-Blackpool area. Said one official, "Anyone who misbehaves will be removed from the train and made to walk home, whatever the distance and whatever the weather.

As the Blackpool "pubs" closed their doors one Saturday night, a seething mass of young fellows, attired in pseudo-cowboy hats and dragging along their tousled girl friends, swarmed into Central Station, shouting and singing, and boarded a train. At the first sign of disturbance, police issued a sharp warning. If the warning was ignored, the coach door was flung open and the unruly offender smartly ejected. One "wise guy" aimed and scored a direct hit with a cigarette pack thrown at a policewoman's face. Before he could stop laughing, he found himself in a crumpled heap on the platform and was then marched to the exit gates by a seemingly fragile female. The total score that night was 40 youths thrown off, 10 more than on the previous night.

No names and addresses were taken. The enforced hiking was regarded as sufficient punishment. And it worked. As word got around, the hooligans calmed down, according to *British Railways Magazine,* and the trains again became peaceful.

Steam in the South

Al Shade reports on steam seen recently down South. On the Virginia Blue Ridge he found No. 7 ready to go, No. 8 awaiting heavy repairs in the shops, No. 5 just re-flued, and No. 9 being worked on. VBR uses one engine each week. "No. 7," he says, "has a good steam whistle, made of separate pipes, with a lovely sound. I got good tapes of it. Also a recording of No. 7 stalled on a hill with 25 cars."

Then he went to the East Tennessee & Western North Carolina at Johnston City, Tenn., and found No. 207 (ex-Southern 636) in service and 208 (ex-Southern 722) in the shops awaiting repairs. The 207's whistle sounds like those the Norfolk & Western has on its A's and Y's. Al got a clear recording of it, along with other ET&WNC tapes.

At the Rockton & Rion in South Carolina he discovered ex-Woodward No. 31 steamed up and No. 19 shopped after being wrecked by a gravel car. R&R also has No. 712 and operates two 0-4-0T's in the Rion stone quarry. Best place for recordings and photos is the road crossing just above the quarry, because of steep grade and a deep cut above it.

Going to National Acetates & Rayon at Pt. Rayon, Tenn., Al enthused over a pretty green Porter "thermos bottle" in and around the plant. This engine is used each afternoon in switching. She has a coarse whistle but a nice-sounding bell.

Then he went to Robbinsville to see the Grahame County 10-mile line and its Lima-built Shays, 1925 and 1926. He found 1926 in service and 1925 being overhauled in the shops. "To get the best recording of the 1926," he says, "you must catch her in downtown Robbinsville shortly after 8:30 a.m., when she stops for coal and sand. There are four crossings where you can make good tapes."

Next he visited the Brimstone RR. at New River, Tenn. This shortline uses two Shays 35 and 36. "At almost any point," says Al, "you can get satisfying tapes and photos." He found 36 running, 35 being re-flued. The 36 has a whistle from a Southern 2-8-2, nice to hear but not as pretty as the 3-tone chime on 35.

One of the world's oldest operable locomotives may be film star. (Details below.)

Finally, the Kentucky & Tennessee RR. at Stearns, Ky. There No. 12 (ex-Southern 4501), a 2-8-2, was steamed up and waiting for her crew. Another 2-8-2, No. 10, was in the loco shed in new paint after an overhaul; and a third, No. 11, was shopped. No. 12 busied herself with local switching, then departed for mine 16. Says Al, "I beat her there and taped a melodious crossing whistle and some switching noise. On the return trip I caught her at a road crossing, for more recordings."

After that Al went home to 9831 Aldridge Dr., Columbia Station, O., with memories of a perfect vacation.

Returning from a tour of the Tennessee-Kentucky-West Virginia area, Jack Emerick of 200 South Terrace, Boonton, N.J., says the Morehead & North Fork at Clearfield, Ky., has two 0-6-0's and a 2-6-2. The former, Nos. 12 and 14, are used on a rotating basis, but the 2-6-2, No. 11 is stored. He writes: "President Roy Cassity told me that he would probably paint and display No. 11. He said his railroad was likely to be dieselized in the not-distant future because No. 12 will soon need new flues, and when he buys a new engine to replace her it will be a diesel." In that case, No. 14 would probably be held as stand-by power.

Although both the Rockton & Rion and the Mobile & Gulf looked into the possibility of buying Bonhommie & Hattiesburg Southern steam power, neither road purchased it because the B&H's 2-6-2 was too small and its 2-8-2 in poor condition.

"Duke Power Co. 0-4-OT No. 111 (Cooke, 1922) is stored in bad condition 3½ miles from my home," writes Rev. John R. Crew, 407 Timberlane Dr., Mount Holly, N.C. "Before a diesel replaced her, she helped to build power stations and worked at Riverhead Plant."

A retired Southern engineer and evangelist, David J. Fant, age 94, has been elected to the "Wall of Fame" in the Texas Railroad Museum which is conducted by Trinity Valley Railfans, Inc., 3828 Timberline Dr., S., Fort Worth, Texas.

Fant lives in Atlanta, Ga. In his early days he operated the famous General. One of the last engines he handled was No. 1401, recently placed on exhibition at the Smithsonian Institution in Washington, D.C. This Pacific, we learn from R.R. Thomas of Atlanta, pulled President F. D. Roosevelt's funeral train out of Warm Springs, Ga., on the first leg of its run to Washington, D.C.

Wanted by James Bower, 431 Clifton Rd., N.E., Atlanta 7, Ga., all-time steam rosters of Southern and NC&StL. (We'd like to get copies of the same for publication in *Railroad Magazine*.)

Virginia Reid, wife of rail historian H. Reid, with one of the stencils her husband helped to make for BC&G, a West Virginia shortline, to apply to its 2-8-0's as prelude to the state's Centennial celebration to be held in 1963.

Other Steam Power

The city of Winnipeg Hydro 4-4-0, No. 3, may be used in a Western movie to be filmed around Walker Minn., by Amcan Record Co., reports Gary Rostad of Winnipeg, Canada. This is said to be the second oldest operable locomotive in North America, the oldest being the General, having been built in Scotland for the Canadian Pacific in 1882 and sold second-hand to the City of Winnipeg for $9,000 in 1918. She ran on the Hydro track between Lac du Bonnet and Pointe du Bois, Man., until its recent abandonment. The city has rejected several offers from U.S. and Canadian railfan groups to buy her, including $20,000 cash from a North Carolina group. (Photo on this page.)

Brooklyn Eastern District Terminal RR. is now operating a second-hand diesel, No. 21, in addition to active steam locos 12, 13, and 15, reports Roger Arcara, author of a new book reviewed on page 49 ("Westchester's Forgotten Ry.," 64 pages, 9x12", 67 photos, other illustrations.)

Regarding Santa Fe loco No. 2903 at the Chicago Museum of Science and Industry (Dec. issue, page 57), we learn from John Weinhold, 1121 Elk St., Franklin, Pa., that she is not the only operating steamer "in captivity." You can see a B&O Grasshopper type mounted at Carillon Park, Dayton, O., so that the wheels can be rotated by a hidden electric motor and the valve motion demonstrated.

Barry Mayer denies a statement made by Fred Kern (Dec. '62) that B&O engine 1407 never existed Barry says 1407 ran a few times, was renumbered, and was scrapped in 1958. He also denies that "unit 2624 was rebuilt to PE-5X in 1958-'9." How about it, Fred, who is right and who is wrong?

"I recently took movies of the Charles City Western in Iowa," writes James Soukup, 4218 Allison Ave., Norwood, O., "which is still operating an old repainted Baldwin. Also the ex-Mason City & Clear Lake, now Iowa Terminal RR., which has 4 Baldwin steeple-cabs, all nicely painted."

"We seek funds for preservation of our Milwaukee Road steam engine, No. 1004, Class G-8, together with caboose and handcar," writes W. D. Sucha, secretary, Austin (Minn.) Model Railroad Club. "She was moved in 1957 from roundhouse to local fair grounds. A high wire fence protects her from vandals. We will send 4x5 photo of her, plus lifetime pass to board her, to anyone donating $1.50 for upkeep."

Youngstown Sheet & Tube steam loco 31 was given recently to Youngstown (Ohio) Model Rail-

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road Asso., which is now seeking a suitable place to display her.

Maine Central celebrated its Centennial by giving Pacific No. 470 to the City of Waterville, with a parade and open house of its Waterville yards and shops, reports George Melvin.

Byron E. Guise, managing editor of The Marysville Advocate, 107 S. 9th St., Marysville, Kan., writes: "On a recent tour of Europe we found lots of steam power in action on the rails in England, Scotland, Germany, and France, although British press says steam will be entirely out of Britain within 7 years." (The magazine France Actuelle says: "By 1970, there won't be any more steam locomotives in France.")

Photo of the Pennsy's 6-8-6 in our December issue was captioned incorrectly, comments Bert Pennypacker, 4307 Palmetto St., Philadelphia, Pa., pointing out that she was built by Baldwin, not PRR, and not for mountain service. "She was," he adds, "the only 6-8-6 I ever heard of."

"The following UP steamers are stored at Cheyenne, Wyo.: 823, 833, 836, and 8444 (all 4-8-4's); 3715, 3806, and 3985 (all 4-6-6-4's); and 4003, 4004, 4012, 4013, 4022-'4 (all 4-8-8-4's)," reports John Herreshoff, 824 W. Olive, Fort Collins, Colo. "Of these, 3985, 4023, and 8444, painted and ready to go, are in the roundhouse as they have been for over a year. The others are in bad condition, evidently awaiting the blow-torch. No. 8444 recently wheeled an excursion to Laramie. I answer letters only when a self-addressed stamp envelope is enclosed."

Chesapeake & Ohio has just presented a Class H-6 Mallet, No. 1308, to a new Transportation Museum at Huntington, W. Va. Baldwin built her in 1949. This was the last steamer bought by the C&O. She traveled about 150,000 miles before being retired. David S. Bond, president of the Collis P. Huntington Chapter of NRHS accepted the engine on behalf of the Society and the Museum.

Steam Age Christmas cards, 5x7", with envelopes, may be had at 25 for $5 from Bruce Bond, Railway Classics, 102 Cherry St., Janesville, Wis. There are 7 different cards, all artist's drawings, 2 in color. Each has a fine flavor of early 1900's, including loco scenes, operator tapping out a message, yard scene, etc. Also two 10x15" color prints of loco scenes, for framing, $1 each. Even though these cards and prints are not advertised in our magazine, we recommend them.

Setouts and Pickups

A suitable Christmas gift for any railfan is the 1963 calendar, 11x7", with 14 steam and electric action photos, beautifully reproduced, sold at $1.25 postpaid by Mt. Rubidoux Chapter of Pacific Railroad Society, 180 J. St., San Bernardino, Calif.

Congratulations to The Western Railroader for its fine illustrated feature article on Nevada County Narrow Gauge, by Stanley T. Borden, in the 20-page Aug.-Sept. issue, 1962. The magazine is published by Francis A. Guido, Box 668, San Mateo, Calif., and sells at 10 issues for $1.

A former Toledo & Eastern electric loco is still stored near Toledo, O., and may be seen and photographed by anyone. This news came from Nick Kovalchick of the Kovalchick Salvage Co., that operates East Broad Top RR., and was relayed to us by Dr. Bernard Albert, 1276 Bitmore Dr., N.E., Atlanta, Ga.

"Car Names and Consists," a book listing over 25,000 names used on Pullman and other passenger cars in North America since World War I, together with much data about them, has been compiled by Robt. J. Wayner from Equipment Registers and Pullman Co. records. It may be obtained at a pre-publication price, $2.75 postpaid, if ordered not later than January from Mr. Wayner at Box 871, Ansonia Station, New York 23, N.Y.

The Train Collectors Asso., which furthers the hobby of collecting tinplate model trains, has nearly 700 members, including a few in foreign countries, reports L. J. Redman, secretary, 251 Dickson Ave., Ben Avon, Pittsburgh, Pa. This group was founded in 1954 at E. P. Alexander's Train Museum in Yardley, Pa. (see page 18). It publishes the Train Collectors Quarterly.

Chicagoans are invited to the meetings of a new club, South Shore Railfans, at 7 p. m. Saturday, second and fourth week each month, unless otherwise announced, at the home of Kevin McKinney, pres., 2042 E. 72nd Pl.; or John White, v.p., 2025 E. 72nd St., or Mike Loeser, sec., 7428 S. Ogleby Avenue.

"Tri-State Winter Wonderland Tour" by Santa Fe, UP, and WP, plus motor coach ride to Death Valley, Feb. 21-24, sponsored by Pacific Coast Chapter, R&LHS. Details from Arthur Lloyd, 974 Pleasant Hill Rd., Redwood City, Calif.

Locomotive Rosters

Coming in the April issue will be locomotive rosters of New England shortlines and the Long Island. The latter was to have appeared in the current issue, but the necessary data did not arrive in time.

Corrections to recent rosters have come to us from H. R. Johannessen, John Prophet III, Thomas Lawson, Jr., Z. Hansen, and Dave Ingalls. We welcome corrections and will publish them after verification.

Detroit Marine Terminal tells us that it has renumbered its ex-C&EI diesel to No. 6 and is still using this unit.

New York Central roster: GM-EMD has re-engined DFA-5a unit 5001, DRSP-3a units 7300 and 7301, and DRSP-5a units 6210 and 6211. DES-4 unit 570 was reportedly sold to DeBardeleben Coal Corp at Holt, Ala.

Southern roster: No. 1955 has been sold to Ware Shoals RR. in South Carolina and retains its original number. No. 4105 has been sold to the Georgia Northern, and 4100 to the Georgia, Ashburne, Camelia & Sylvester.

Pennsy roster of electrics: Nos. 3950 and 3951 carried road numbers 8 and 9 on the New York Terminal. Switchers 3900 and 3901 were never permanently coupled, hence were classed B-1. Units 3910-3921, originally classed BB-2, were reclassed B-1 when the units were separated. R-1 4800 was renumbered 4899, then 4999, to make room for GG-1 4899. The original GG-1 was 4899, renumbered 4800.

Originally the two-unit DD-odds and subsequent early DD-1's carried one 3900 series number on both units. Later, these were renumbered with the cited individual 3900 series number for each unit. It appears that the original two DD-odds were 3998 and 3999, later renumbered to 3996 and 3999. Units 10001 and 10002 were both articulated. These experimental locos never carried AA classes on the Pennsy. The switchers that went to the LIRR were originally classed BB-3 before being split up into individual units. All of the switchers had a unit wheel arrangement of C. The L-5 3930 was rebuilt not for DC operation but for higher speed. •

Mail Car *(Continued from page 10)*

There were only two battery cars on the Long Island's West Hempstead branch, not four, as was stated in LIRR's *Along the Line* and repeated by Joe Easley in *Along the Iron Pike* for October. So says Felix E. Reifschneider, P.O. Box 88, Fairton, N.J., who as a kid lived within a few hundred feet of that branch.

Promptly at 8:10 a.m. every working day a seagull known as George circles slowly around the windows of the Southern Pacific's Engineering Department in the Portland, Ore., Union Station and when somebody offers him lunch he lands on the window ledge, reports Jeff Keenan, chairman of the board, National Railroad Hall of Fame, 6354 N.E. Cleveland Ave., Portland, Ore.

One of the traditional annoyances of train commuting—the frenzied first-of-the-month rush for tickets and long ticket lines—is becoming a thing of the past on the Chicago & North Western. Starting with October, the road put ino effect a ticket-by-mail credit plan. C&NW supplies business-reply cards. You fill one out, mail it, and the postman delivers a commutation ticket, accompanied by a bill which you have until the 10th of the month to pay.

Reading Co. has acquired the Lehigh & Susquehanna, a 105-mile line between Phillipsburg, N. J., and Wilkes-Barre, Pa., subject to approval of the ICC and stockholders of both roads.

Spain is building ten more Talgo trains to supplement the two, built in America by ACF, that have been runing between Madrid and the French frontier for more than ten years. The Talgo is a train with a low center of gravity. It hugs the rails, so to speak. The new Talgos will be powered by diesel-hydraulic, 2200-hp, B-B locomotives. Success of the original two prompted the decision to order more. Those two have to be turned on a wye, but the new Talgos have been designed for reverse running. Spain's railway system is broad gage.

Norfolk & Western has just bought the Atlantic & Danville for $1.5 million, thus adding the 207-mile line between Norfolk & Danville, Va., to its previous 2,747-mile system, subject to ICC approval. The A&D was chartered in 1882, completed in 1890, leased to the Southern in 1899, and returned to its independent owners in 1949. N&W plans to rename the line Norfolk, Franklin & Danville and operate it separately.

"I have just read a recent copy of *Railroad Magazine*," writes Eric Gladsden, 63 Barrow Point Ave., Pinner, Middlesex, England. "It is the best railway periodical I have ever seen. I wish English magazines were as good."

The Pennsy is receiving delivery on its order from General Electric of 22 new, heavy-duty, 2500-hp, diesel-electric locomotives. These will power high-speed freight in through service west of Harrisburg, Pa., terminus of the eastern electrified territory.

The largest cargo of coal (49,000 tons) ever loaded into an ocean-going ship went into the holds of the *S.S. Sonic* at Chesapeake & Ohio Railway's pier 14, Newport News, Va., last October.

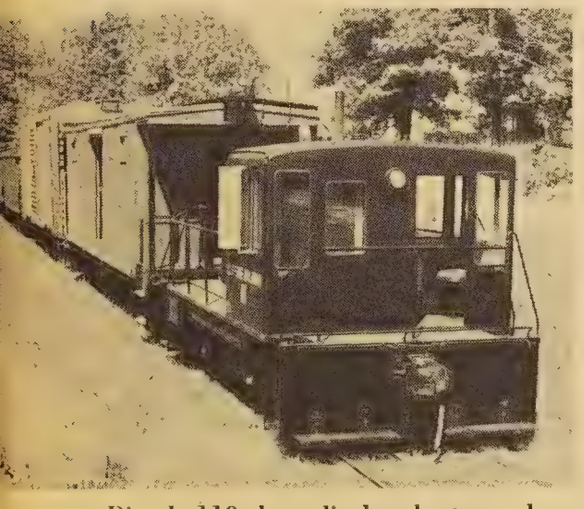
A target date of February 1 has been set for completion of the $13 million "push-button" freight classification yard that is being built by jointly by the Erie-Lackawanna and Nickel Plate on northeastern outskirts of Buffalo. •

BOTH parents are railroaders. For her first 13 years Mary Bruns lived in quarters above the Milwaukee Road depot at South Wayne, Wis. Her father has been station-agenting since 1938. He worked the South Wayne job 16 years except while away on military duty, 1944-'6, when her mother took over. Today he is agent at Middleton, Wis., but resides with his family in nearby Madison (2106 Keyes Ave.).

Mary Bruns

Mary's main interest is music. Her piano playing has won wide acclaim. For three seasons she was in the University of Wisconsin band. In 1962 she was chosen "all-round best" of 500 girls attending the university's summer music clinic. Mary entered many music festivals as soloist or member of an ensemble and won over 25 medals. The college she is now attending has no band, so she has joined the Madison Municipal Band.

Born Feb. 17, 1944, Mary is 5'5" tall, has brown hair and green eyes, and dislikes cigarettes. Says she will never smoke. She knows a lot of trainmen and has ridden in engine cabs, cabooses, and section cars. •



Diesel 110 has displaced steam loco 110 on the hitherto all-steam Cliffside Railroad down in North Carolina.

Michael Dunn photo from collection of James Fiore, Box 342, Belmont, N.C.

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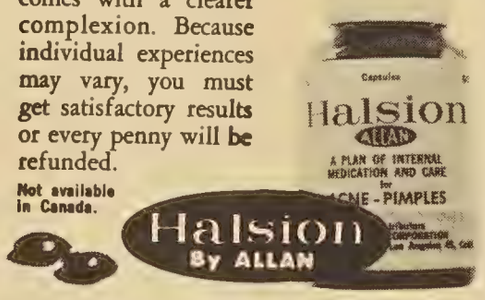

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SWITCH LIST

THESE items are published free and in good faith but without guarantee. Keep within 28 words, including name and address. Use abbreviations such as *tts.* (timetables), *emp. tts.* (employees timetables), *b&w* (black and white), and *SSE* (send 4¢ stamped envelope for list or details).

A tight printing schedule compels us to close the *Switch List* a long time before publication date. As this magazine hits the newsstands, our next department is already closed. Entries for June issue (out April 3) should reach us not later than Jan. 21, stating:

(1) sizes of pix, (2) whether steam, diesel, or what, (3) whether or not a list is available, and (4) condition of books or magazines you offer.

If you want pen pals, state your own special interests.

Write each item plainly (or pen-print or typewrite it) on a postcard or separate sheet of paper—not buried in a letter dealing with other matters. We discard items hard to read. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York 17, N.Y.

JOHN AARDEMA, 223 Slater St., Paterson, N. J., wants 5x7, P.C. size broadsides: Russian 4-14-4, U.S. or Bulgarian 2-4-4-0, VGN 250 class, Interstate 13, 14 (2-8-0's), 14 (2-8-2), 24-26.

BEN ALABASTRO, 108 First Ave., Frankfort, N. Y., wants tts., emp. tts., rulebooks, tr. orders, passes NYO&W, NYC '20-'40. (SSE)

JIM ALAIN, 5590 Inkster Rd., Birmingham, Mich., sells 2¾x4 pix DSR St. Louis trolley coaches. (SSE)

R.G. ALLERMANN, 10269 Vernon Ave., Montclair, Calif., wants to hear from CA&E photo collectors, about their collection.

R.F. AMBERGER, Box 123, Cockeysville, Md., sells sizes 616, 620 steam engs. Trades negs. for books, mags.

JOE BAK, JR., 3250 N. Normandy Ave., Chicago, Ill., sells many rr. and model mags. (SSE)

JOHN BARTH, Jr., 54 Poplar St., Closter, N. J., sells diesel, elec. pix, all sizes LIRR, NYC, EL; list 5¢.

ED BAUMGARDNER, 26 West End Ave., Oneonta, N. Y., sells 5 p.c. size pix Ma&Pa steam.

JOHN BEACH, 6731 Westwood St. S.W., Massilon, O., will trade for slides, p.c. size pix W&LE steam.

R.C. BEACH, Randolph, Minn., will buy pix, negs. pre '31 CGW locos, equip., any M&SL. Sells CGW, M&SL pix, tts. (SSE)

MEL BEATON, Jr., 30 Hecla St., Boston, Mass., wants pix Seward Penninsula RR.

HARRY BENNETT, 1804 N. Mount St., Baltimore, Md., sells b&w, color pix rr., interurbans, trolleys U.S., Canada, England. List 25¢.

FRED BIGGS, 5304 McKinley St., Bethesda, Md., sells, trades size 116 negs. B&O steam.

No. 12, 2-8-0 (Baldwin '06), climbs hill with 6 loaded cars on Rockton & Rion Railway in South Carolina.
Dan Fink, Wolfe St. Apts., Athens, O.

Mrs. MARY BINNER, 45429 Cedar, Lancaster, Calif., seeks info. about brother Geo. W. Blackburn formerly of Phila., last heard from in '13 as rr. machinist at Las Vegas.

C.A. BIRD, 715 24th Ave. N., South St. Paul, Minn., sells rulebooks, annual passes, tr. orders, back issues Railroad Magazine, switch keys, locks, railroadiana. (SAS)

MIKE BOYAR, BOX 2066, G.P.O., New York, N.Y., takes 35mm color, b&w pix NY area rrs.

FRANK BROSSEAU, 1511 E. Powhatan Ave., Tampa 10, Fla., sells elec. and steam tts., back issues Railroad Magazine, other rr. and model mags., sizes 620, 616 circus and steam negs.

DICK BRUNDAGE, Jr., Box 939, Ft. Clayton, Canal Zone, buys pix rr. passenger equip., esp. sleeping cars. Answers all mail.

FRED BUESS, 331 W. Doran St., Glendale, Calif., will buy 12" or 15" gage live steam loco, also air-operated calliope, any cond.

RAY BYERS, 167 Feronia, Rutherford, N.J., buys India rr. movies 8mm. Sells India rr. pix. (SSE)

D.M. CHRISTISEN, Box 122, Columbia, Missouri, publishes trade paper for fans and modelers. Sample, SSE.

H.L. CHRISTISEN, 415 W. Willis Ave., Perry, Iowa, retired loco engineman with 40 yrs. experience, will consider museum or fan club trip propositions operating steam power.

CECIL CHURCH, 216 Rideau Terr., Ottawa, Canada, wants Alco, Bald., Lima steam bldr. photocards; trade, buy, correspond.

CLYDE COLLOM, R.D. 4, Meadville, Pa., sells p.c. size pix eastern trolleys, elec. (SSE)

JOHN CRAWFORD, 4 Pine Tree Dr., R.F.D. 16, Media, Pa., will sell Railroad Magazine Dec. '29-June '61, Trains Dec. '40-Oct. '61.

L.P. CUMMINGS, Jr., 129 Nevin St., Lancaster, Pa., sells size 120 negs. trolleys. (SSE)

AL CURRIER, Jr., 21 Maple St., Farmington, N.H., wants diesel color slides B&M, MEC, BAR, GT, CV, CN, D&H, RUT, NH, C&C, B&A.

OWEN DAVIES, 1214 N. LaSalle St., Chicago, Ill., sells much railroadiana. Big list 10¢.

HARRY DEITT, age about 75, who worked for N&W at Williamson, W. Va., contact your half-sister Mrs. Willis E. Boyd, 301 Euclid Ave., Toledo, 5, Ohio.

FRANK DIFALCO, 31 Ringgold St., Haverhill, Mass., sells sizes 5x7, 8x10 New England area diesel pix. Wants negs., pix B&M BL2's, FT's, E7's.

Miss SUSAN DOCKENDORF, 5543 Hyde Pk., Chicago, Ill., wants any size color pix MON diesels.

AL DUNBAR, 3727 S.E. 28th Pl., Portland, Ore., wants Poor's and Moody's manuals.

Oldest active loco on earth today, the *General*, built in 1855, and the newest, a 2,250-horsepower GP-30 designed for high speed and heavy hauling, took part in EMD's 25,000th General Motors locomotive celebration at La Grange, Illinois.

TOM DWORMAN, 20460 Audrey, Detroit, Mich., will sell CERA Bulls. 91, 97, 100-102.

CARL EHRKE, 99-50 64th Ave., Rego Park, N.Y., will sell one copy of new rr. novel "Fiddle Hill" or trade for New Eng. emp. tts.

JOHN ELES, 3030 E. 123rd St., Cleveland, O., buys all kinds of railroadiana and Lionel cutalogs.

H.W. EVERHART, 402 Warrington Pl., Alexandria, Va., wants Illin. Term. pix, negs., slides, any size.

DON FENSTERMACHER, 576 S. Main St., Telford, Pa., wants R&LHS Bull. 67, also pen pal interested in RDG or Pa. short lines, steam.

ED FIELDING, 4 Clifton St., Lynchburg, Va., seeks info. on Nelson & Albemarle.

TOM FRANCIS, 702 Railroad St., Ypsilanti, Mich., wants sizes 116, 5x7 pix NYC diesels in Boston and Detroit-Jackson areas.

LES FREMMING, 1650 N. Pacific, Kelso, Wash., sells b&w train-picture postcards. List, sample 20¢.

ERIC GARSDEN, 63 Barrow Point Ave., Pinner, Middlesex, England, author of 2 illust. books on quaint old English rys., sells copies of each: "Duke of Buckingham's Rys.," $1.50; "Aylesbury Ry.," $1. (Use internat. postal money order.)

BRUCE GATHMAN, 165 N. Porter Ave., Elgin, Ill., wants negs. of steam logging roads.

DICK GEORGE, 1091 Lakeshore Highway W., Oakville, Ont., Canada, sells sizes 5x7, 8x10 pix CNR, CPR, NAR. List plus 4x5 sample 25¢.

WILLARD GIBSON, 2501 Caesar Way S., St. Petersburg, Fla., wants issues of Railroad Magazine prior to March '32, also Mdl. RRer annual indexes vols. 7-8, Trains annual indexes vols. 1-2.

BILL GORDON, 811 Garson Ave., Rochester, N.Y., trades Rochester, Syracuse & Eastern and Rochester & Sodus Bay trolley bks. for Eastern trolley tts.

ED GOECKI, Jr., 490 Rahway Ave., Woodbridge, N.J., sells size 127 pix PRR mainline at Woodbridge.

J.P. GRAVES, Box 855, Tukwila, Wash., sells back issues Railroad Magazine, trains, Mdl. RRer.

W.A. GRIMM, 204 Gregory Ave., West Orange, N.J., will sell Off. Guides '58-'60 and Pyle National steam headlight with plain sides.

FRANCIS GRUBER, 386 2nd St., Albany, N.Y., wants 8x10 pix, 35mm slides, 16mm movies MILW Bipolar elecs.

WM. GWINN, 650 Main, Bridgeport, O., sells sizes 116, 5x7 trolley and rr, pix of Wheeling area. Trolley list free. No rr. list.

GRAHAME HARDY, Box 622, Carson City, Nevada, buys, sells much railroadiana. Big list 10¢.

GEO. HARRIS, Lower Maple St., Hudson Falls, N.Y., trades p.c. size pix Eastern shortline steam for RUT, other shortlines.

DON HAYWARD, 38 Monastery Ave., West Springfield, Mass. sells steam pix, sizes 116 to 11x14, of Northeast and Canada. List 25¢

LLOYD HENDRICKS, 125 S. 34th St., Boulder, Colo., wants ony steam pix, negs., rosters IT, Alton & East., St. LT&E.

JOHN HICKMAN, Belmont Abbey College, Belmont, N.C., desires pre '56 pix Capital Transit.

MIKE HIGSON, 22 High St., Northwood, Middlesex, England, sells rr. books, pix, mags., tts., records, etc. (He is said to have England's largest collection of railroadiana.) Big list free.

STEVE HOFFMAN, 10801 Stevens Rd., Philadelphia, Pa., sells trolley, interrurban books, Speedrail, CA&E, IT tts.

W.H. HOWELL, Jr., 1317 McClellan Ave., Pt. St. Joe, Fla., wants any size pix Apalachicolo Nthn., esp. steam.

AL HUDSON, 128 Hann Dr., Birmingham, Ala., buys orig. or duplicate color slides and pix Birmingham trolleys.

CLIF HULL, 203 E. 16th St., North Little Rock, Ark., wants 4x5 or larger pix of named steam pass. trains, all roads, also steam locos on Moffat Route, DNW&P, D&SL.

BOB JAMES, 20 Dovedole Ave., Kenton, Harrow, Middlesex, England, trades 35mm negs. British steam, diesel, elec., trolleys for any size negs. steam or trolleys in North America.

BILL JERNSTROM, 822 Pelham Dr., Ft. Wayne, Ind., sells steam pix, size 116 or larger, also bldrs. pix, steam negs. (SSE)

DAVE JOHNSON, 1174 Evelyn St., Ypsilanti, Mich., wants pen pals interested in steam. Sells pix sizes 3½x5, 3½x3½ steam, diesel CNR, C&O, NYC, AA, GTW. (SSE)

E.G. JOHNSON, 2215 E. Bayley, Wichita, Kan., wants pre '40 ATSF tts.

ARNOLD JOSEPH, 2512 Tratman Ave., New York, N.Y., sells back issues Railroad Magazine, Trains, Mdl. RRer, Mdl. Bldr., HO Monthly, others. (SSE)

W.E. KANZ, 200 Sherman St., Denver, Colo., wants any size negs. or pix, steam, elec.; also emp. tts., info. on Y&S, Pitts. Lisbon & Wstn.

RON KEAGLE, 16809 N. Scenic Lane, Hopkins, Minn., will sell std.-gage Porter 0-4-OT, good cond. (Details and pix, SSE.)

RANDOLPH KEAN, 614 G St. S.E., Washington, D.C., will sell Western RRer '52-'58, Midwest RRer '57-'61 excellent cond. Wants pre '53 Headway recorded, pre '49 Headlights. (SSE)

LOU KELLER, 1033 Oakland Rd. N.E., Cedar Rapids, Iowa, sells cloth rr. emblems.

ROD KELLER, Madison Ave., Convent Station, N.Y., wants oldtime Pintsch gas chandeliers for rr. car being remodeled as cocktail lounge.

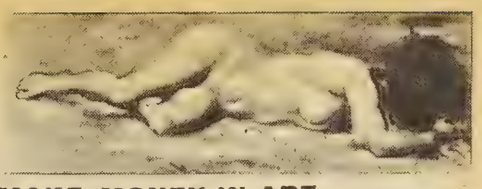
KEN KERR, 2706 Bedford Ave., Raleigh, N.C. wants trolley destination signs and rollers, esp. Washington, D.C., Baltimore, cities in South.

RON KISER, Box 571, Nicoma Park, Okla., wants pen pals interested in CRI&P. Wants RI emp. tts.

BILL KNAPKE, 9A North Lane, Orinda, Calif., retired SP condr., age 92, author of "Anything for Laugh" (Dec. '62), is collecting other rr. jokes for Railroad Magazine; seeks readers' help.

JIM LAESSLE, Moorestown, N.J., wants 3x10 pix loco of same class as C&O 2-8-0 657, IC 2-8-2 1541, 1953, DM&IR S5 0-8-0 89.

JOE LAPEUSZ, 39 Maltby Pl., New Haven, Conn., will trade Railroad Magainze '32-55, unclipped, for trolley or rr. station postcards.



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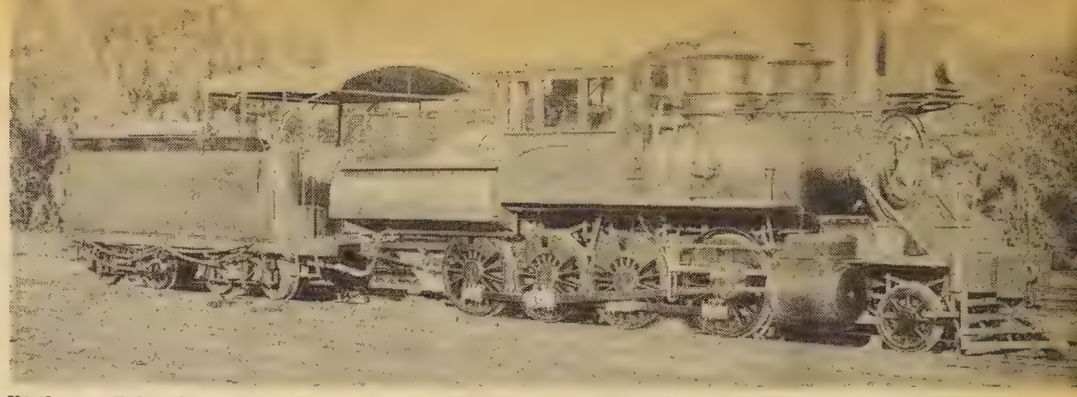
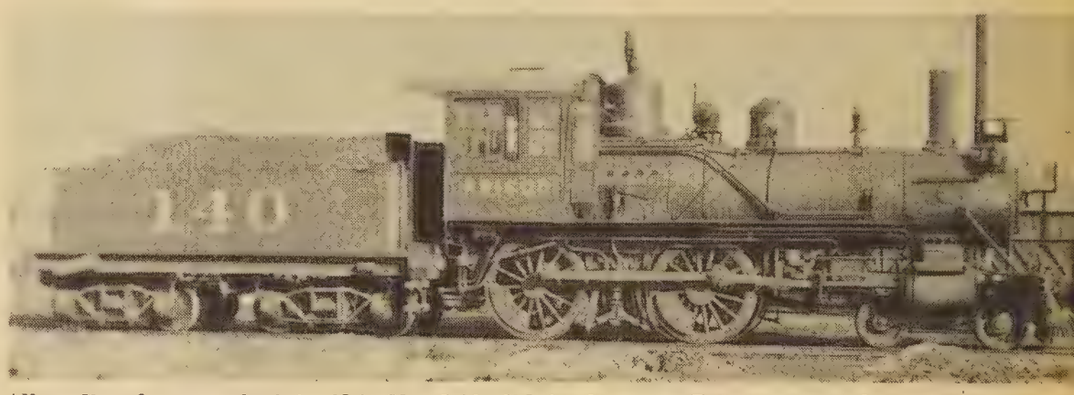


Phila. & Rdg. 2nd 82 (50½" drivers, 20x24" cyls.) was built by Baldwin in 1882.
Collection of J. F. Smith, 17638 Roosevelt, Homewood, Ill.



Allegedly photographed in '34, No. 140 didn't show on Frisco roster that year.
J. C. Seacrest Collection, 2750 Woodscrest, Lincoln 2, Neb.

VINCENT LEE, 32 E. 42nd St., Bayonne, N.J., sells, trades 35mm, 127 b&w negs., CNJ, RDG, LV, PRR, EL, diesel, elec. (SSE)

R.R. MAGUIRE, 269 Albion St., Wakefield, Mass., will sell Railroad Magazine '58, '61, '62, excellent cond.

ROY McCOLLUM, 2375 Fruitvale Ave., Oakland, Calif., seeks Morse telegraph pen pals, esp. those who used to work as operators.

JIM McKAY, 6225 Chester Blvd., Ft. Wayne, Ind., wants pen pals interested in steam, trolleys, short lines, or industrial rrs.

HUGH McLEAN, age 44, ex Sante Fe employee, last heard from at Pasadena, Calif., contact your sister, Mrs. Geo. Knittle, 2209 Green Ave., Williamsport, Pa., and meet your father now on visit from Scotland.

GEO. MELVIN, 4 Gardiner St., Richmond, Me., wants teen-age pen pal interested in modern railroads. Trades pix MEC, B&M, PT, GT. (What size pix, George?)

AL MILLER, 1836 Gardena Ave., Glendale, Calif., publishes Plate Collector's Directory listing hundreds of bldrs. plates from steam locos. Sample copy $1.

E.L. MOORE, 525 Oakland Ave., Charlottee, N.C., sells back issues Rail Magazine, good cond. (SSE)

P. MORRIS, Box 1194, Charlotte, N.C., will sell Ottoway steam loco, coal tender, 3 adult cars, 1000 ft. of track with switch.

A/1C CARL MUNCK, Bldg. 143, Camp Kilmer, N.J., sells sizes 616 to p.c. pix D&H steam, diesel, CNJ, NYC, B&O, other Eastern steam. (SSE)

PAT MURPHY, 1726 N. Third St., Philadelphia, Pa., will sell 18"-gage 4-6-4 oilburning steam loco and tender; also 12"-gage steamer. Pix, details, $1.

BILL MYERS, 1511 N. 2nd St., Harrisburg, Pa., buys, trades for QBRR pix, negs., any size. (SSE)

DAVE NESTLE, 81 Hill St., Greenwich, N.Y., sells wide variety of railroadiana. Big list 8¢

PAUL NICHOLS, 1635 San Pablo Ave., Berkeley, Calif., wants Off. Guide '30-'37.

HUGO OHLSSON, Mayfair Apt. 30, Roseville, Calif., wants any size pix Market St. Cable cars Hayes, McAllister, Haight that ran to San Francisco ferry before '06 fire.

W.R. OSBORNE, 1019 S.E. 12th Ave., Deerfield Beach, Fla., sells p.c. size steam pix. (SSE)

JOHN PARKER, Rte. 1, Box 106G, Aiken, S.C., sells pix of steam, diesels; slides, negs., on approval; also trades. Lists 10¢ ea.

ART PETERSON, Institute of Microbiology, Rutgers, New Brunswick, N.J., will trade Monson link-ond-pin coupler and/or CNJ 4-4-2C brake valve for bldrs. or No. plates.

PAUL PRESCOTT, 139 McKinley Ave., Conneaut, O., sells size 616 loco pix. List, sample 15¢.

J.W. QUEARRY, Flippin, Ark., seeks uncle, Vernon Quearry former ATSF employee, age about 72.

C.P. QUINN, Star Rte., Media, Ill., seeks news of John Welch, age 82, who was on C&EI extra gang about 1906.

T.J. RADCLIFFE, 105 Park Ave., East Orange, N.J., wants 120, 35 mm negs., slides EJ&E, wooden caboose, logging rr. locos, cars, and bldrs.' pix of Shay locos. Will sell Kodak Jr. 116 folding camera. (SSE)

TREVOR RANKIN, P.O. Box 54, BLFF, South Island, New Zealand (age 22, steam loco fireman), collects rr. pix, other railroadiana, from all over world. Wants pen pals, either sex. (Mother was rr. hostess, father trainman.)

FRANK REILLY, Co. B, 54th Inf., APO 176, New York, N.Y., sells book "Railroadtown USA;" also U.S. and German loco pix. List 5¢.

TUCK RICHARDSON, 426 Belt Ave., Eufaula, Okla., buys, sells, trades pix of diesel locos, trains, depots, sizes 616, 620. (SSE)

WM. ROGERS, 500 Stanwick Rd., Morrestown, N.J., will Rogers loco bldr. plates.

HAROLD ROSOVE, P.O. Box 136, Irvington, N.J., wants pix, gas-elec., diesel-elec., and other units. (What size pix?)

EARL SAUNDERS, 242 Kingsrow, Little Rock, Ark., wants pix, maps, info. on all Ark. rrs. Trades, sells pix, back issues mags., Lionel, Ives catalogs.

BOB SCHWIMMER, 7725 Kilbourn, Skokie, Ill., sells CNS&M, CA&E pix, 3½x3½, 3½x5. Trades CSS&SB, IC elec. emp. tts. for CNS&M emp. tts.

JIM SEACREST, 2750 Woodscrest, Lincoln, Neb., buys all size negs. of old CB&Q steam, some diesels.

FRANK SEIFFERT, Jr., Box 21, Orange, N.J., sells Eastern steam and trolley pix. Either list plus 5x7 pic 25¢. Both lists plus two 5x7's 40¢.

A.R. SHADE, Jr., 9831 Aldridge Dr., Columbia Station, O., will sell b&w p.c. size prints of old color-postcards, trolley and steam, sample 25¢; also 35 mm b&w slides, sample 10¢.

DENNIS SHAFFER, R.D. 4, Bloomsburg, Pa. desires teen-age pen pals, esp. those trading tts., train orders, etc.

ART SHECKLER, Earle Hotel, Louisville, Ky., will sell automatic projector, beaded screen, 2000 slides, slide holders, all $225; album, photos, railroadiana, narrow-gage histories, all $50.

J. SHOFEZ, 4359 Lafayette Rd., Evansdale, Iowa, wants rr. pix, colored postcards, rr. letterheads.

C.W. SMITH, 303 E. 25th St., Erie, Pa., sells back issues Railroad Magazine, Trains, Mutual (PRR), all good cond.

HAROLD SMITH, 61-17 68th Ave., Brooklyn, N.Y., wants size 127 or larger negs. West Penn, B&QT Richmond Hill, old BTC cars.

R.A. SOMMERS, 836 N.W. 51st St., Miami, Fla., desires anything about Miami trolley system.

ART SPEIGHTS, 1817 Gainesville St. S.E., Washington, D.C., sells size 620 pix steam, diesel ACL, SAL, Jacksonville Term. Wants steam, trolley negs. of ACL, SAL, FEC, other Fla. lines.

Santa Fe Railway's 5011, a 2-10-4 (Texan) type built by Baldwin in 1944, is gift-wrapped for presentation to National Museum of Transport in St. Louis.
Orville Brent, Santa Fe Railway

BOB STANLEY, 19 Hamlin Ave., Medford, Mass., wants any size N. Amer. interurban or trolley negs.

ART STENSVAD, 811 E. 3rd, N. Platte, Neb., sells orig. color slides UP, CB&Q, D&RGW 2¼x2¼, 35mm metal and glass mounts, few cardboard mounts.

JIM STITZEL, 521 E. Laurel, Ft. Collins, Colo., will sell Railroad Magazine '34-'49, Trains Vol. 1-1949, back "Rails Around Gold Hill," mint cond. (SSE)

FRED STOES, 1601 Harper St., Santa Cruz, Calif., sells p.c. size action steam pix SP, WP, YV, ATSF, D&RGW. List, sample 15¢.

AL STOKES, 3958 S. Hill St., Los Angeles, Calif., buys, trades bldr.'s pix. (SSE)

TOM STRAUSS, 11550 Xavis St., N.W., Coon Rapids, Minn., will buy all sizes diesel photos of MILW, GN, NP, SP&S, SOO, DM&IR, CB&Q, C&NW.

ED STRONG, P.O. Box 2, Silver City, Nev., asks what happened to equipment of Nevada Copper Belt RR. Wants pix or negs. of interurban elecs. in trade for 3x5 steam and elec. pic. (SSE)

W.R. SWANSON, 5729 27 Ave. N.E., Seattle, Wash., sells, trades size 616 steam negs., Off. Guides, PRR, NYC calendars, Baldwin Loco. mags., Mld. RRer. (SSE)

BUD SWEARER, 2427 Eastwood Dr., York, Pa., swaps postcards on even basis, old for old, steam for steam, diesel for diesel, etc.

BOB SWICK, 334 6th Ave. S.W., Cedar Rapids, Iowa, wants any size pix Chi., Anamosa & N.

CURT TILLOTSON, Jr., College St., Oxford, N.C., sells action pix, size 8x10, SOU, SAL, N&W, A&D. List 10¢. Wants action pix size 8x10 SOU steam, esp. PS-4's.

GREGG TURNER, Upper Bartlett Rd., Quaker Hill, Conn., sells CV tts., emp. tts., rulebooks, passes, tr. orders, diesel pix. List 10¢. Buys telegraph, telephone equip.

DICK VAETABEDIAN, 16575 Whitcomb, Detroit, Mich., desires 3½x5 color pix any rr. diesel, elec. locos.

TOM VAN DRESSE, 351 Drake St., Wisconsin Rapids, Wis., wants any size pix, negs. GB&W steam, CPStL, W&M, "billboard" cars of 1920's.

AVERY VON BLON, Box 6422, Waco, Tex., will sell Allhand's book "Railroads to the Rio."

BOB WAGNER, 209 E. 66th St., New York, N.Y. will buy any size photos or drawings of Chicago & Alton 4-6-2's 650-659.

J.H. WATSON, 120 Highland Ave., Emerson, N.J., sells tt., brochure State RR. (SSE)

BOB WEBSTER, 5344 Dunbar St., Vancouver, B.C., Canada, trades sizes 616, 620 steam, trolley, diesel negs. Canadian, U.S. rrs. Wants BCER, CNR, CPR steam, N. Amer. trolleys. List free.

ARTHUR WEILAND, 15016 Schuyler Ave., Cleveland, O., sells, trades emp. tts., tts., railroadiana. (SSE)

HARRY WILSON, Box 331, McCammon, Ida., seeks news of brothers Harvey, Clarence, and 6 sisters.

DENNIS WOZINCZKA, 1804 LaPorte Ave., Whiting, Ind., wants Monon pre-'55 tts.

TED WURM, 122 Monte Vista, Oakland, Calif., sells orig. size 616 negs. V&T loco, trains, car, scenes in last week of service; also orig. slides of Key System.

W. YOUNG, Box 71, Washington Depot, Conn., sells NYW&B $1000 bonds, mint cond. Seeks info. about Conn. Co. plan L-2861.

PAUL YURKO, 34-18 Broadway, Astoria, N.Y., will sell collection 150 orig. color slides Eastern rrs. steam, lightweights; no list.

GENE ZANK, 1717 Hickory, Alma, Mich., sells tts., tkts., tr. orders, Off. Guides, railroadiana. Wants pix, tts. of Mich. roads.

Model Trading Post

BOB ARCHER, 108 Chestnut St., Towanda, Pa., wants Hobbyline Berkshire kit.

H. ASHLEY, 12 Lindsey St., Yonkers, N.Y., wants Ives locos 1134, 3245, 1764E, 1770, pass. cars 241-243, 246-249, 1766-1768.

C. BLACK, Box 34, Ilderton, Ont., Canada, will sell Rivarossi 0-6-0 model, 5 assorted frt. cars, 3 pass. cars (Italian), $20.

BOB CAMPBELL, 19 W. Turnbull, Havertown, Pa., sells, trades Lionel O gage. Wants GG-1.

WALLACE ENGSTROM, 307 McCabe Ave., Bradley Beach, N.J., wants AF president special, Lionel 400E Blue Comet, Ives 1134, 3243, 3245, 1694, 1764, Dorfan 1134.

DON HAYWARD, 38 Monastery Ave., West Springfield, Mass., will sell NYC O-gage Mohawk, NH mu car.

ROY LOWDEN, 947 N. Orange Ave., Azusa, Calif., will trade back issue Railroad Magazine, Mdl. RRer, RMC for AF S-gage locos, cars.

E.L. MOORE, 525 Oakland Ave., Charlotte, N.C., sells scratch-built HO models. (SSE)

ART SPEIGHTS, 1817 Gainesville St., S.E., Washington, D.C., will sell HO IRR Pennscale trolley, new. (SSE)

Statement of Ownership

Statement required by the Act of August 24, 1912, as amended by the Acts of March 3, 1933, July 2, 1946, and June 11, 1960 (74 Stat. 208) showing the Ownership, Management, and Circulation of Railroad Magazine, published bi-monthly at Canton, Ohio, for October 1, 1962.

1. The names and addresses of the publisher, editor, managing editor, and business managers are: Publisher, Henry Steeger, 205 East 42nd St., New York 17, New York 17, New York, Editor, Freeman Hubbard, 205 East 42nd St., New York 17, New York, Managing Editor, None. Business Manager, none. 2. The 17, New York, Managing Editor, None. Business Manager, none. 2. The owner is Popular Publications, Inc., 205 East 42nd St., New York 17, N. Y.; Henry Steeger, 205 East 42nd St., New York 17, New York, Shirley M. Steeger, 205 East 42nd St., New York 17, New York. 3. The known bondholders, mortgagees, and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages or other securities are: none. 4. Paragraphs 2 and 3 include, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting: also the statement in the two paragraphs show the affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner. 5. The average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the 12 months preceding the date shown above was: 27,578. Signed, Henry Steeger, Publisher. Sworn to and subscribed before me this 1st day of October, 1962. Eva M. Walker, Notary Public, State of New York. Qualified in New York County. No. 31-9506600. Certificate filed with N. Y. Co. Reg. Commission expires March 30, 1964, (Seal)—Form 3526—Rev. 7-60.

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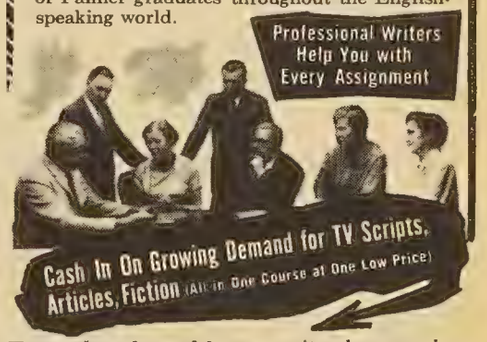
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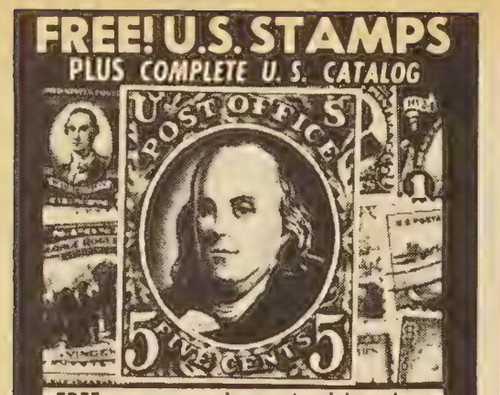

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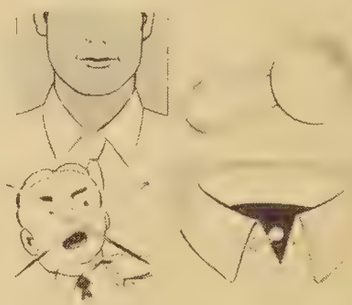

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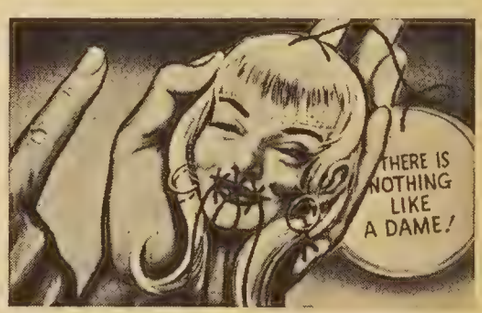

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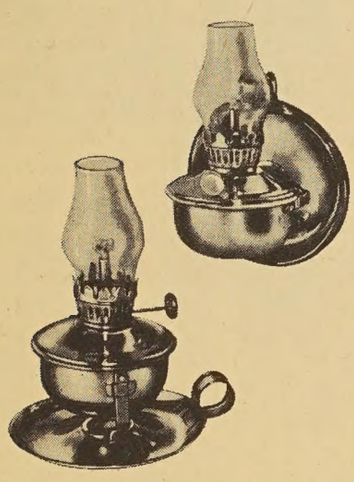

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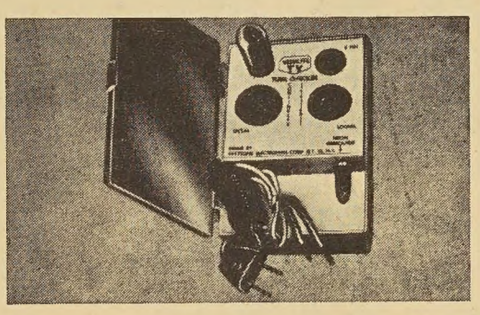

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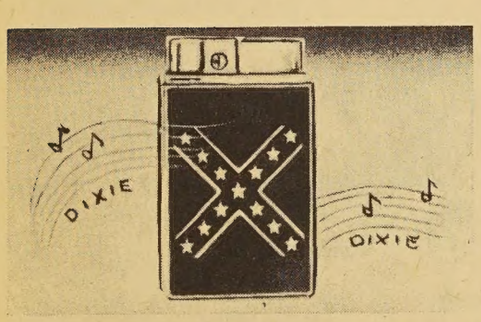

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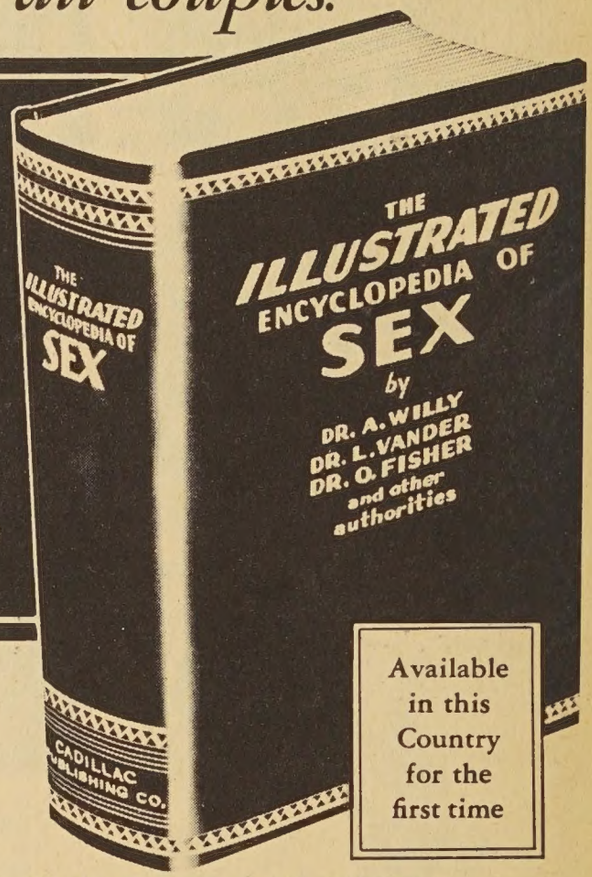

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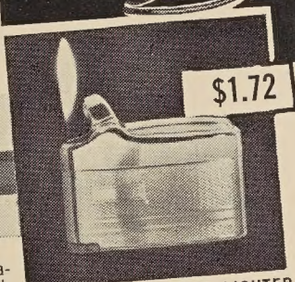

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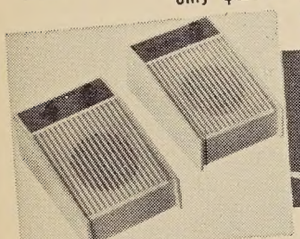

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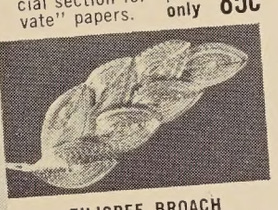

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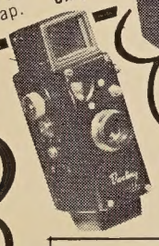

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